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# China Mail

ESTABLISHED 1846

No. 26,052 HONG KONG, THURSDAY, DECEMBER, 13, 1928. PRICE \$3.00 Per Month.

"Your Eyes Are Safe With Us."  
**LAZARUS**  
Hong Kong's Only European Optician.  
Careful, accurate work, first quality lenses, reasonable charges.  
Manager:  
RALPH A. COOPER, Registered Optometrist (Canada)  
F.I.O. (London).

## AN OPERATION ON THE KING

### SUCCESS REPORTED

### SLIGHT IMPROVEMENT NOTED IN CONDITION

### DIFFICULT STRUGGLE AHEAD

London, 8 p.m., Yesterday. A British Wireless message states—

A bulletin issued this afternoon states that a slight improvement in the King's condition, noticed this morning, is maintained.

Some purulent fluid round the base of the right lung was removed by puncture this morning and a further drainage will be necessary.

The bulletin is signed by the five doctors, Hewett, Whitby, Buzzard, Rolleston and Lord Dawson of Penn.

There was a more hopeful feeling at Buckingham Palace to-day.

It is understood that anxiety continues, but that it is not so marked as during the week-end.

The rally mentioned in bulletins is stated to show the wonderful strength with which His Majesty is still fighting his illness on the 22nd day of its exhausting course.

An Operation

The evening bulletin says that an operation on the King for the drainage of the right side of the chest has been successfully performed this evening and that the condition of His Majesty is satisfactory.

Reuter states—

The operation followed the finding of pleural fluid, some of which was removed by puncture in the morning. The fluid was what the doctors were seeking when they conducted the exploration by needle and X-ray examination on Friday. Then they were unable to find any effusion of the infection, which had become localised in the right lung.

It spread generally throughout the body and it was this which caused the grave anxiety of the past two days.

The King's rally last night follows what is described as a "miraculous" return of localised infection instead of general infection.

This is regarded as a good sign, as it meant that the doctors could carry out active treatment.

This they did this morning with the happy result that they were able to arrange for an operation to-night.

The operation couldn't be performed had the King been unable to maintain his strength despite the attack of the disease. The lower temperature, mentioned in the morning, was the first sign that the infection had again become localised.

The operation was finished by 7.50.

Complete Surprise

The afternoon bulletin was a complete surprise even to many in the Palace. The secret of a minor operation to remove the fluid had been well kept. Five doctors were with the King for an hour before the bulletin was issued. Dr. Whitby, the bacteriologist, called shortly before the others.

The officials at the palace are reluctant to comment upon the bulletin but mention that maintenance of the improvement is undoubtedly a good sign.

The Anaesthetist

Dr. Francis E. Shipway was the anaesthetist at the King's operation. He is the inventor of the Shipway anaesthetising apparatus.

Great Tax on Strength

The operation was a great tax on His Majesty's strength already impaired by 22 days' illness, but the fact that the King was in a position to undergo the operation is regarded as remarkable, and is a wonderful tribute to the strength of his constitution.

Those in touch with the Royal circle are therefore hopeful of the ultimate result, though they realise that a long and difficult struggle is ahead.—Reuter.

Anxiety at the Palace

There was a tense air of anxiety in the palace during the operation, for which preparations were made throughout the afternoon. The Prince of Wales, the Duke and

## AMBUSHED IN THE DESERT

### FRENCH DISASTER

### GENERAL, STAFF OFFICERS AND OTHERS KILLED

### MYSTERIOUS AFFAIR

Paris, Yesterday. General Clavery, commanding the Aïnsefa District, along with Staff Captains Pasquet and Debenne, two non-commissioned officers and a party of foreign legionaries, while returning from a tour of inspection in Algeria were ambushed in the desert 40 miles south of the Colomb-Béchar Railway terminus.

After a fusillade, 16 horsemen dashed forward and attacked the general's car; the general, staff officers and one non-commissioned officer were killed immediately.

The bulletins signed by the five doctors, Hewett, Whitby, Buzzard, Rolleston and Lord Dawson of Penn.

It is believed that five legionaries were also killed. One is missing. Three of the wounded were brought to Colom-Béchar.

Clavery's promotion from his colonelcy had only been gazetted to-day.

Assailants Tracked

Later. Air force members tracked down Clavery's assailants and machine gunned them.—Reuter.

Duchess York, H.M. the Queen and Princess Mary were the first to hear the glad news of the operation.

To-night there is an air of subdued optimism in the Royal household.

The Prince of Wales, the Duke and Duchess of York left the palace after the operation but returned at 9 o'clock to dine with the Queen.

"Satisfactory"

A bulletin issued at 8.45, signed by six doctors, stated that the operation had been successful, and the condition of His Majesty was satisfactory.

The surgeon was Sir Hugh Rigby.

The Prince of Wales, and the Duke and Duchess of York were with the Queen while the operation was being carried out.

It was officially stated at 11.30 that the King's condition is far

continues satisfactory.

The Prince of Wales, who had a long talk with the doctors, left the palace at 11.15.

The doctors, who were almost in constant consultation since the afternoon, departed at 11.30, except Sir S. Hewett, who remained for the night.

Prince George

It was officially announced to-day that Prince George, the King's youngest son, who is in the Navy, is coming home.

He left Bermuda to-day in the cruiser "Durban" for New York, where he will embark in the Cunard liner "Berengaria," which sails for England on Friday.

The "Berengaria" is due in Southampton on December 20, which is Prince George's birthday. He will be 26.

The Duke of Gloucester, third son of the King and Queen, who is on his way home from South Africa, is expected to reach London on Christmas Eve.—British Wireless Service.

Medical Report

An official statement as to His Majesty's illness, dated at 3 p.m. yesterday, with reference to an authorised publication by the medical press says:

"General blood infection and toxæmia were prominent features in the first fortnight and which at one time caused grave anxiety. Moreover, the characteristics of typical pleuro-pneumonia are not present. A week ago the evidences of general infection were less prominent. Nevertheless, as original pleurisy involved the diaphragm a careful watch was kept for the formation of fluid between the lung and the diaphragm and its extension to the posterior-pulmonary surface. There were signs that this development in the morgue accompanied increased leucocytosis and the drainage now to be performed. Though this pleural localization of the infection is so anxiously anticipated, it makes direction and advanced more defined and more hopeful, but there is still a prospect of a long and difficult struggle." Reuter.

Bolivia Dispute

TELEGRAM SENT AS TO AMICABLE SETTLEMENT

THE SOLEMN PLEDGE

London, Yesterday. The Council of the League of Nations, at Lugano yesterday, decided after two secret sessions to dispatch to the Governments of Bolivia and Paraguay both countries being members of League—a telegram in reference to the frontier incident that has arisen between them.

The telegram was sent in the name of M. Briand as Acting President of the Council, and gives the text of resolution unanimously adopted by the Council as follows:

"The Council expresses its full conviction that the incidents which have occurred between those two members of the League of Nations will not become serious. It does not doubt that the two states which, by signing the covenant, have solemnly pledged themselves to seek by peaceful means a solution of the disputes arising between them, will have recourse to such methods as would be in conformity with their international obligations and would appear in the actual circumstances to be most likely to ensure together the maintenance of peace—a settlement of their disputes."

The members of the council present included representatives of Chile, Venezuela, and Cuba.—British Wireless Service.

Washington, Yesterday.

Bolivia has decided to continue to participate in the Pan-American conference. This vote, face to face to Mr. Kellogg's efforts.—Reuter's American Service.

## DIGGING FOR DEAD BODIES

### TRAGIC FIRE

### BIG OUTBREAK IN CHINESE PART OF CITY

### A TWO-HOURS' FIGHT

Paris, Yesterday. A fire which resulted in at least one person being burned to death, occurred in the early hours of this morning in Upper Station-street, a narrow thoroughfare in the Chinese section of the city, which runs from Hollywood-road to Taiping-shan.

How the fire started is not known at present, but it originated at No. 20, Upper Station-street, the ground floor of which is occupied by the Yuen Jing joss paper shop.

The outbreak was discovered at 2 p.m., and the alarm was sent through to the Central Fire Station from the fire alarm post in Sui-street, which is the next street running off Hollywood-road.

Six engines turned out and the fire was promptly tackled with six deliveries from three pumps and from two hydrants in Hollywood-road and at the top of Upper Station-street. Every point of vantage was used by the fire-fighters, but owing to the narrowness of the street, it was for some time difficult effectively to reach the flames.

Houses Nos. 18 and 22 on either side of No. 20 were soon involved, whilst the flames also leapt across the street and ignited house No. 7. Both Nos. 7 and 20 were burned out, whilst the neighbouring houses, Nos. 18, 22 and 26 suffered some damage. Both the first and second floor verandas of No. 9 were partly burned. All the houses involved had three storeys, and the floors of Nos. 7 and 20 collapsed and all their occupants and contents were thrown into the ground floor, where only charred remains were to be seen this morning.

Dead Bodies

After a couple of hours' strenuous fight with the flames, the outbreak was got under control and it was an hour later before it was extinguished.

Then the work of digging the debris for dead bodies (there were rumours of several people being missing) was undertaken by the firemen. Soon after 10 a.m., the charred remains of a Chinese woman were dug out and removed to the public mortuary.

The surgeon was Sir Hugh Rigby.

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Phone C. 22  
FOR  
CLASSIFIED  
ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

## TO LET.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

## FOR SALE.

FOR SALE.—Studebaker Car, Five-Seater. In excellent running order. Apply to Box 573, care of "China Mail."

## HOME TUITION.

**WESTOVER — STEVENAGE.** Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY  
(Camb. Higher Local).  
(Camb. Teachers' Diploma).  
MISS GERTRUDE TURNER  
(National Frode Higher  
Certificate).

## "CHINA" LADIES' HAIR DRESSING SALOON.

Head Office:—25, Des Voeux Road Central. Tel. C. 6234.  
First Branch:—No. 5, D'Aguilar Street.  
(For Ladies only)  
(Telephone No. C. 6234)  
Second Branch:—No. 22, Queen's Road Central.  
(For Ladies, 2 Gents.)  
(Ren. Ground floor of  
Kayanalla Building).  
Your Visit is cordially welcomed when you will meet our trained Female Hair Dressers, give you every satisfaction.

Business Hours:  
8 a.m. to 7 p.m. on weeks days,  
12 noon to 6 p.m. on Sundays.



Perfect Health  
will start with the  
use of

## "BEAR BRAND".

Don't delay  
another day!

Sole Agents for H.K. & So. China  
A. B. MOULDER & CO., LTD.  
China Building,  
Hong Kong.

## PHOTO - SUPPLIES

Kodaks and Cameras,  
Films, Plates and Papers, etc.  
Developing, Printing and  
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ZIESS and BUSCH  
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

**A. SEK & CO.**  
Tel. No. C. 3459.  
26A, Des Voeux Road C.,  
Hong Kong.

NOTICE  
TO SHIPWINDERS,  
MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—  
K.661—No. 2, Saigon  
Street, Yau Ma Tei or  
C.2560—No. 36, Tung  
Man Street.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## —Public Auctions—

THE Undersigned have received  
Instructions to sell by Public  
Auction.

ON  
FRIDAY, the 14th December, 1928,  
commencing at 10.30 a.m.,  
at Godown No. 18, The Hong Kong  
& Kowloon Wharf & Godown Co.,  
Ltd., Kowloon.

A Large Quantity of  
MISCELLANEOUS GOODS  
Comprising:—

Personal Effects, Porcelain, Safe,  
Brandy, Wine, Claret, Vermouth,  
Port, Stout, Liqueurs, Gunnies,  
Boiled Oil, Beer, Wood Tar, Angle  
Iron, Hemp, Carbide, Wood Pole,  
Empty Drum, Rill, Paint, Plank,  
Wire Rope, Cement, Match Boxes,  
Matches, Stock Fish, China Ware,  
Cigars, Tea, Medicine, Sangti, Copper  
Ware, and Empty Bottles, etc.,  
etc.

Terms:—Cash on Delivery.  
**LAMMERT BROS.**,  
Auctioneers.  
Hong Kong, 8th Dec., 1928.

THE Undersigned have received  
Instructions to sell by Public  
Auction.

ON  
FRIDAY, the 14th December, 1928,  
commencing at 11.30 a.m.,  
at their Sales Room,  
Duddell Street.

656 Bottles—Chinese Northern  
Spirit  
51 Jars Chinese Northern Spirit  
2 Regulators  
2 Bags Broken Rice  
9 Cases Cheese  
— and —

A Quantity of Motor Car Spare  
Parts, Personal Effects and  
Miscellaneous Goods.

Terms:—Cash on Delivery.  
**LAMMERT BROS.**,  
Auctioneers.  
Hong Kong, 12th Dec., 1928.

THE Undersigned have received  
Instructions to sell by Public  
Auction.

ON  
SATURDAY, 15th December, 1928,  
commencing at 11 a.m.,  
at No. 3A, Armand Building,  
Kimberley Road, Kowloon.

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE  
(some by Wm. Powell, Ltd.).  
Catalogues will be issued.

On View from Friday, the 14th  
December, 1928.  
All lots must be cleared from the  
house on the day of sale.

Terms:—Cash on Delivery.  
**LAMMERT BROS.**,  
Auctioneers.  
Hong Kong, 8th Dec., 1928.

THE Undersigned have received  
Instructions to sell by Public  
Auction.

ON  
SATURDAY, 15th December, 1928,  
at 12 o'clock Noon,  
at the godown of  
The Standard Oil Co.,  
Lai Chi Kok.

94 Cases Tinplates "Coke"  
each case contains 124 Sheets,  
18 1/4 x 14 1/4'  
(more or less damaged by water).

Terms:—Cash on Delivery.  
**LAMMERT BROS.**,  
Auctioneers.  
Hong Kong, 13th Dec., 1928.

THE Undersigned have received  
Instructions to sell by Public  
Auction.

ON  
MONDAY, 17th December, 1928,  
commencing at 10.30 a.m.,  
at No. 36A, Queen's Road, Central  
(opposite Queen's Theatre).

A Fine Assortment of  
SILK GOODS

Comprising:—  
Printed Silk, Stripe Fuji Silk,  
Pongee Silk, Flower Silk, Mandarin  
Coats and Skirts, Embroidered  
Shawls, Printed Shawls and  
Scarves, Lady's Pyjamas, Gentle-  
men's Gowns, Cotton Pyjamas Suit,  
Silk Socks and Stockings, Sundry  
Fancy Goods, etc., etc.

also  
on the same day, at 3.00 p.m.  
**SHOP FURNITURE.**

Comprising:—  
Glass Show Cases, Glass Count-  
ers, Mirrors, Shop Fittings, etc., etc.

On View from Saturday, the 16th  
December, 1928.

**LAMMERT BROS.**,  
Auctioneers.  
Hong Kong, 8th Dec., 1928.

## MISCELLANEOUS.

YOUR VISITING CARDS neatly  
and promptly printed. "China  
Mail" Office, No. 3A, Wyndham St.,  
Telephone Central 22.

## THE CHINA MAIL,

## NOTICES.

## THE SPORTS CLUB.

THE above Club will be opened  
on SATURDAY, the 16th inst.  
at Noon and His Excellency the  
Officer Administering the Government  
the Hon. Mr. W. T. Southern,  
C.M.G., has kindly consented to  
officially at the opening ceremony:

H. C. LEE,  
Hon. Secretary.  
Hong Kong, 13th Dec., 1928.

THE CHINA LIGHT AND POWER  
COMPANY (1918), LIMITED.

A Large Quantity of  
MISCELLANEOUS GOODS  
Comprising:—  
Personal Effects, Porcelain, Safe,  
Brandy, Wine, Claret, Vermouth,  
Port, Stout, Liqueurs, Gunnies,  
Boiled Oil, Beer, Wood Tar, Angle  
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Wire Rope, Cement, Match Boxes,  
Matches, Stock Fish, China Ware,  
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Ware, and Empty Bottles, etc.,  
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The TRANSFER BOOKS of the  
Company will be CLOSED from  
MONDAY, 17th DECEMBER, 1928,  
until MONDAY, 24th DECEMBER, 1928,  
both days inclusive.

**SHEWAN TOMES & CO.**  
General Managers.  
Hong Kong, 8th Dec., 1928.

## EXHIBITION.

EXHIBITION OF PEARLS: Mr.  
Kodaka arrives on the 14th to open  
his exhibition of pearls at Messrs.  
Komor & Komor. See advertisement  
on the 15th.

## PUBLIC BAND CONCERT.

A Public Band Concert will be  
given in the  
BOTANIC GARDENS  
on SUNDAY, December 16th,  
from 4 to 5.30 p.m.

By the Band of the  
KING'S OWN SCOTTISH  
BORDERERS

By kind permission of Lt.-Col.  
L. J. Conny, C.M.G., D.S.O.  
and Officers.)

Admission to Gardens free;  
50 cents to Enclosure.  
Special Chairs, 50 Cents extra.

Shanghai, Yesterday.  
The tram employees who went on  
strike in the French Concession on  
Dec. 3 resumed work unconditionally  
this evening.—Reuter.

## TWO YEARS' "HARD"

FIVE REVOLVERS AND 1,000  
ROUNDS OF AMMUNITION  
IN FALSE BOTTOM

Sentence of two years' hard  
labour was yesterday afternoon  
passed on Choung Man, a steerage  
passenger on the s.s. "President  
Cleveland" from America, for the  
unlawful possession, without a permit,  
of five revolvers and 1,000  
rounds of ammunition, concealed in the  
false bottom of a packing case.

The case was heard by two Magis-  
trates (Mr. R. E. Lindsell and  
Major C. Willson, O.B.E.).

Mr. E. C. S. Brooks represented  
the accused and advanced the de-  
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DODWELL &amp; COMPANY, LTD.

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## LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
FOR BRINDISI, VENICE AND TRIESTE (Fiume).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0  
LONDON £80.0.0

## NEXT SAILINGS:

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.  
From Hong Kong.

S.S. "VENEZIA" .... Sails hence on or about 3rd Jan.  
S.S. "TIMAVO" .... Sails hence on or about 22nd Jan.  
M.V. "REMO" .... Sails hence on or about 31st Jan.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ESQUILINO" .... Sails hence on or about 16th Dec.  
M.V. "ROMOLO" .... Sails hence on or about 8th Jan.  
S.S. "VENEZIA" .... Sails hence on or about 5th Feb.  
S.S. "TIMAVO" .... Sails hence on or about 22nd Feb.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL &amp; CO., LTD., Agents.

Telephone Central 1030.

## N.Y.K LINE

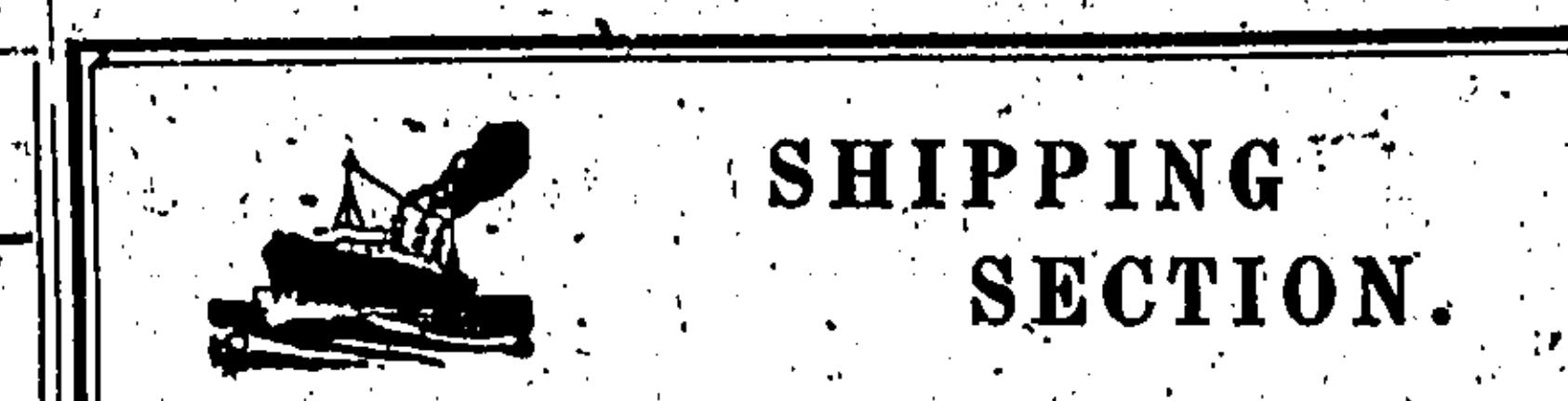
THROUGH BOOKING TO EUROPE AT REDUCED RATES.  
£120, £112, £110, £102, £83, via San Francisco.  
\$440, \$3420, via Japan and Seattle.  
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
TENYO MARU ..... Wednesday, 23rd January.  
KOREA MARU ..... Wednesday, 6th February.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
KAMO MARU ..... Saturday, 15th December.  
KATORI MARU ..... Saturday, 20th December.  
SYDNEY & MELBOURNE via Manila & Paris.  
SADO MARU ..... Wednesday, 19th December.  
AKI MARU ..... Wednesday, 23rd January.  
BOMBAY via Singapore, Penang, & Colombo.  
+ MURORAN MARU ..... Thursday, 13th December.  
+ NAGATO MARU ..... Thursday, 27th December.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
GINO MARU ..... Tuesday, 18th December.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
KAMAKURA MARU ..... Saturday, 5th January.  
NEW YORK via PANAMA.  
+ TAKAOKA MARU ..... Monday, 31st December.  
+ TATSUNO MARU ..... Saturday, 16th January.  
LIVERPOOL via Port Said, Geneva, Marseilles.  
+ DAKAR MARU ..... Friday, 21st December.  
CALCUTTA via Singapore, Penang & Rangoon.  
+ MORIOKA MARU ..... Sunday, 16th December.  
+ RANGOON MARU ..... Saturday, 29th December.  
SHANGHAI, KOBE & YOKOHAMA.  
+ HAKODATE MARU (Kobe direct). Tuesday, 18th December.  
+ DELAGOA MARU ..... Wednesday, 19th December.  
HAKONE MARU ..... Monday, 24th December.  
Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.  
For further information apply to—NIPPON YUSEN KAISHA.  
Tel. Central No. 292 (Private exchange to all departments.)

## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore  
Colombia, Suez and Port Said.  
ALTAI MARU ..... Monday, 7th January.  
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,  
Colombia, Durban & Cape Town.  
MANILA MARU ..... Saturday, 20th December.  
BOMBAY—Via Singapore & Colombo.  
INDUS MARU ..... Thursday, 20th December.  
+ SHUNKO MARU ..... (Calls at Penang & Karachi).  
DURBAN, LORENZO MARQUES, BEIRA, DALES-SALAM, ZANZIBAR  
& MOMBASA—Via Singapore & Colombo.  
MEXICO MARU ..... Sunday, 6th January.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
TACOMA MARU (Omni Panam) ..... Wednesday, 2nd January.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports. From  
Shanghai.  
ARIZONA MARU ..... Tuesday, 18th December.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
BURMA MARU ..... Saturday, 5th January.  
SAIGON  
HAIPHONG—Via Hanoi.  
MENADOO MARU ..... Thursday, 20th December 10 a.m.  
NEW YORK—Via Japan ports, San Francisco & Panama.  
JAPAN PORTS  
ATLAS MARU ..... Friday, 14th December.  
BATAVIA MARU ..... Thursday, 20th December.  
KEELUNG—Via SWATOW & AMoy.  
HOZAN MARU ..... Sunday, 16th December Noon.  
CANTON MARU ..... Sunday, 16th December Noon.  
YAKAO—Via SWATOW & AMoy.  
DELI MARU ..... Friday, 14th December 10 a.m.  
TAKAO & KEELUNG ..... Thursday, 20th December.  
BATAVIA MARU ..... Thursday, 20th December.

For further particulars please apply to—OSAKA SHOSEN KAISHA.  
Tel. Central No. 4088, 4089, 4090.

## SHIPPING SECTION.

## IN A "SUB"

## HARDSHIPS OF CRAMPED QUARTERS

## ALWAYS VOLUNTEERS

The world's submarine fleets are steadily expanding. More boats are in service and under construction to-day than ever before. The fact that we ourselves are building new submarines is proof of the utility of these vessels, even when they are operated with strict regard to law of nations. During the war, indeed, our numerous submarines rendered service of priceless value in almost every theatre of the war at sea, especially in the North Sea, the Baltic, and the Mediterranean.

Our "L" boats were derived from the "E" class, and are built primarily for patrol work, as were their famous prototypes. They are of moderate size, ranging from 890 to 960 tons, the later boats of the group having a stronger armament and better living quarters than the earlier ones. I have been through several of them, and heard their merits described, always in high terms, by the officers and men who run them.

In our latest submarines, of the "O" class, we have gone in for larger dimensions, and these boats will doubtless represent a further advance in fighting power, radius of action, and what is of equal importance—habitability. It was useless to pretend, however, that life in a submarine, even in the latest and most commodious type, is a bed of roses. These craft are so packed with machinery and gadgets that very little space is left available for the crew. Judged by the landsman's standard, comfort is non-existent.

The officers, who may be as many as four, live in a "wardroom," which, in the earlier "L" boats, at least, is a tiny alcove curtained off from the main alleyway running through the boat. How they manage to store their personal effects in this microscopic space is a mystery to the laymen. Between their accommodation and that of the petty officers and the men there is no great difference. There is, indeed, a good deal of the democratic spirit in submarine life, where circumstances render it impossible to maintain, in full measure, the outward forms of discipline and the ceremonial which are characteristic of the Navy as a whole.

## A Voluntary Basis

In spite of the obvious discomforts, real hardships, and undeniable hazards of the life, there is never any lack of volunteers for our submarines. Although, under an Admiralty decree issued some years ago, every officer and man in the Navy is under an obligation to serve in submarines if called upon to do so, these boats, I understand, are still manned on a voluntary basis.

Vice-Admiral Roeder, the new commander of the German Navy, who succeeded Admiral Zenker who recently resigned.

In spite of the obvious discomforts, real hardships, and undeniable hazards of the life, there is never any lack of volunteers for our submarines. Although, under an Admiralty decree issued some years ago, every officer and man in the Navy is under an obligation to serve in submarines if called upon to do so, these boats, I understand, are still manned on a voluntary basis.

Applicants are required to pass a very stiff test in regard to character and mental and bodily fitness. If accepted they are put through a long and exhaustive course of training, for in a submarine, more than in any other vessel, it is of the first importance that every man shall know his job thoroughly, since a momentary error of judgment on the part of any individual might endanger ship and crew.

It speaks volumes for the efficiency of personnel and material that of the several disasters which have occurred to British submarines at sea since the war, all but one were caused by collision with surface craft—that is to say, they were not due to any failure on the part of the boat itself, nor, so far as can be ascertained, to any shortcomings on the part of the personnel. The single exception was the loss of a big steam-driven "K" boat, the mystery of whose disappearance has never been cleared up.

A short cruise in a submarine leaves the civilian full of admiration for the men who elect to spend several years of their lives in such craft. The atmosphere inside the boat, even when the hatches are open, is conducive to headache. When all openings are sealed and the boat has been under water for some hours the air becomes distinctly "thick" and matches will not light. There is an all pervading smell of oil and hot metal, and from end to end of the boat the electric lamps are blobs of light in a bluish haze.

## The Silver "Fish"

From the forward compartment, where the bow torpedo tubes are placed and the huge silver "fish" repose in their slings, you walk along the alleyway to the main control compartment. It is here that the captain works the boat. When she is diving he sits at the giant periscope, which he can raise and lower at will. One

often hears it said that even when her periscope is projecting above the surface a submarine must still be comparatively blind. That is not so. In ordinary weather the periscope gives a wonderfully clear view of the surrounding seas, and vision is only impeded for a few seconds when spray dashes over the lens. If, however, the periscope were raised while the boat was passing through a patch of oil its "eye" would be put out of action for the time being.

Aft of the control position are the living quarters, and beyond these again is the engine-room, with its twin sets of powerful "Diesels," which propel the boat when she is on the surface. When she is about to dive the "Diesels" are cut out, and the propellers are then turned by electro-motors, taking their current from batteries stowed neatly away beneath the deck-plates. This dual system of propulsion is objectionable for many reasons. Not only does it add considerably to the weight of machinery to be carried, but it keeps the submerged speed at a very low figure, and thus restricts the tactical efficiency of the boat.

At present, however, and until such time as a unified system of drive above and below water is the West Indies by £10,000 a year.

The "Lady Somers" commemorates the name of Admiral Sir George Somers, the virtual discoverer of the Bermudas, whose ship the "Sea Venture" was wrecked off the islands in July, 1609.

## The German Navy



## A BANANA SHIP

## WEST INDIES-CANADA TRADE

£1,000,000 A YEAR

The steamer "Lady Somers," which has been built for the Canadian National Steamships' Canada-West Indies service, was launched in mall week at Cammel Laird's, Birkenhead. The christening was performed by Mrs. Smith, wife of Mr. C. J. Smith, the European vice-president of the Canadian National Railways.

The vessel, gross register 7,750 tons, is the fourth of a fleet of five which "Cammel" Laird & Co. are building for this service. She will sail regularly between May and November from Montreal, and for the balance of the year from Halifax to Bermuda, and thence to Jamaica. Only first class passengers will be carried.

There is specially designed refrigerator space for 100,000 bunches of bananas. Much is expected in the way of an increased banana trade when the new service is in full operation. One of its main purposes is to foster a direct trade in this commodity between the two principal British possessions in the Western hemisphere.

To this end provision has been made for a preferential tariff of 50c a bunch on all West Indian bananas entering Canada by Canadian ports. Those engaged in the trade estimate that the banana traffic alone resulting from the new steamship service will swell the trade figures between Canada and

the West Indies by £10,000 a year.

The "Lady Somers" commemorates the name of Admiral Sir George Somers, the virtual discoverer of the Bermudas, whose ship the "Sea Venture" was wrecked off the islands in July, 1609.

## MOVEMENTS OF STEAMERS

The P. & O. s.s. "Kashmir" left Singapore for this port on Tuesday at 4 p.m., and is due here to-morrow at about 6 a.m.

The C.P.S. R.M.S. "Empress of Canada" arrived at Colombo on Thursday at 6 a.m., left Colombo at 4 p.m., and is due at Port Said on Saturday at 6 p.m.

The C.P.S. R.M.S. "Empress of France" from Hong Kong on Nov. 23, left Yokohama on Thursday, and is due at Vancouver on Saturday.

The Ben Line s.s. "Benarty" from Europe, Straits and Philippines is due to arrive here on Sunday.

The P. & O. s.s. "Trosillian" left Singapore for this port on Tuesday at 6.30 a.m., and is due here on Dec. 17 at about noon.

The C.P.S. R.M.S. "Empress of Asia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on Dec. 1, and is due here on Dec. 20. She will sail for Manila on Dec. 21 at 5 p.m.

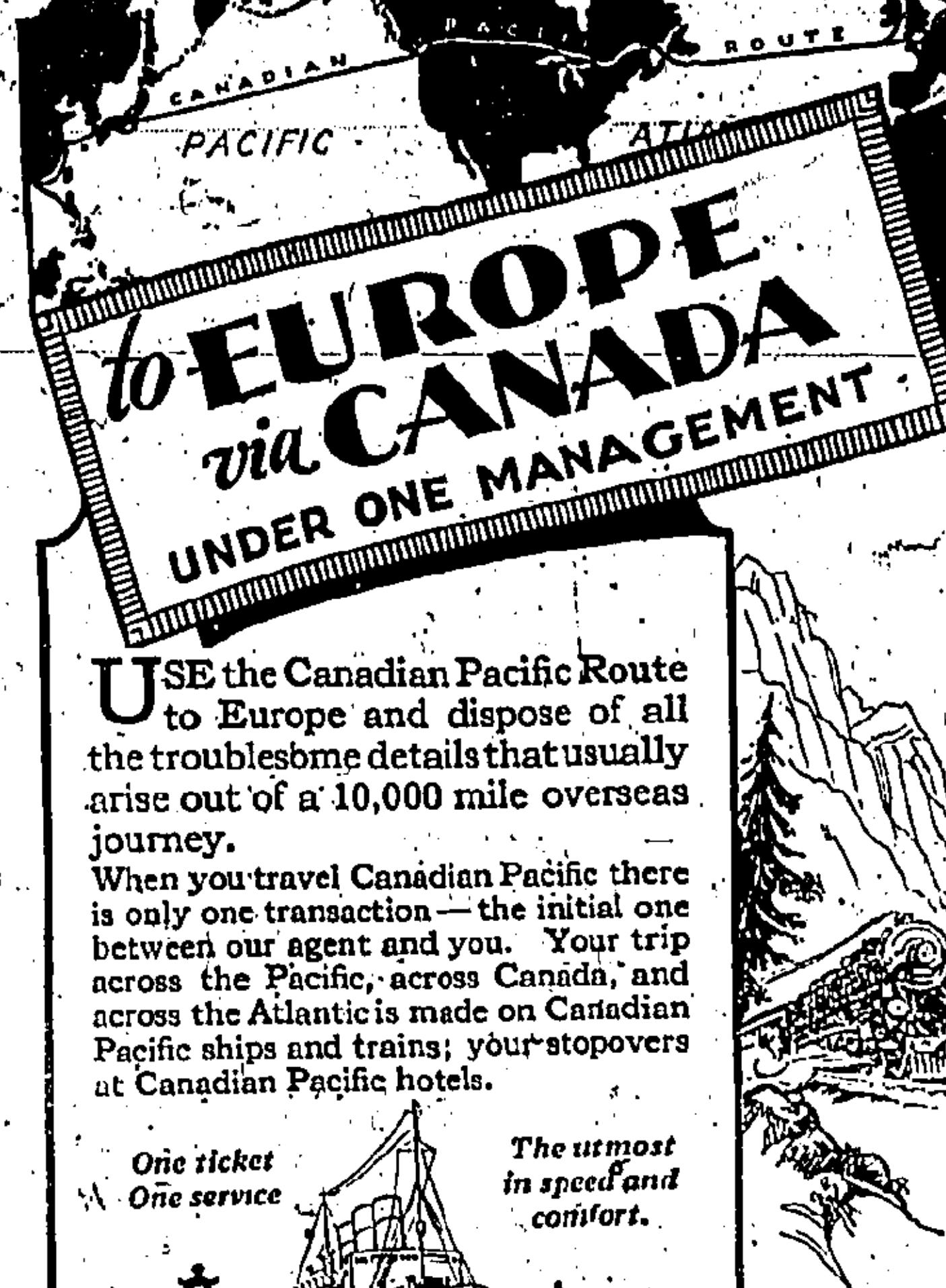
The M.V. s.s. "Ceylon" (Swedish East Asiatic Co., Ltd.), left Dunkirk on Nov. 16, and is due here on or about Dec. 24.

## H. M. S. "NORFOLK"

London, Yesterday. The 10,000-ton cruiser "Norfolk" has been launched on the Clyde.

Mr. Theodore Plomer, aged 22, a porter at a nursing home in Warrington-crescent, Maida Vale, W., was killed by falling from a fourth-storey window of the home.

## TO EUROPE via CANADA UNDER ONE MANAGEMENT



## CANADIAN PACIFIC

Next sailing to Manila

## S.S. "EMPEROR OF ASIA"

December 21st, 1928.—At 5 p.m.

WORLD'S GREATEST TRAVEL SYSTEM

## BRITISH WUCHOW LINE

## DECEMBER SAILINGS

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.
S.S. "TAI HING"
[1,668 tons—Capt. O. B. Wilkes.]
SUN. 16th WED. 21st MON. 31st

When they pass the Shihling Gorge, American travellers say "Well, we guess this beats the Hudson River, our show place!" Continental visitors remark that it reminds them of the "Rhine" and "Switzerland". Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days round trip and see for yourself? It costs you only \$40.

S.S. "TAI MING" [649 tons—Capt. G. J. Spinck] DECEMBER THURS. 13th SUN. 23rd TUES. 18th SAT. 29th

For information apply to KWONG WING Co., Ltd. 87, Connaught Road West, Phone: Central 893.

## American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G. £10, G. £20, G. £50, G. £100, and £5 and £10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservations, and itineraries; or plan your cruise or tour through

## THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD CENTRAL, Hong Kong.

## BANK LINE LTD.

## AGENTS FOR

## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

## SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

## UNITED KINGDOM &amp; CONTINENT

S.S. "CITY OF MOBILE" ... London, Rotterdam, Amsterdam &amp; Hamburg

S.S. "CITY OF LAHORE" ... London, Rotterdam, Amsterdam &amp; Hamburg

S.S. "CITY OF MADRAS" ... London, Rotterdam, Amsterdam &amp; Hamburg

Passenger Steamer—Fares to London—1st Class, £80, 2nd Class, £55.

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MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf,  
West Indies, Mauritius, East and South Africa,  
Australia, including New Zealand and  
Queensland Ports, and Red Sea, Egypt,  
Constantinople, Greece, Levantine  
Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHMIR	8,985	15th Dec. Noon	Marseilles & London.
NALDERA	16,088	22nd Dec. 1929	Bombay, Marseilles & London.
MANTUA	10,946	5th Jan.	Bombay, Marseilles & London.
KALYAN	9,144	19th Jan.	Marseilles, London & Hull.
MOREA	10,953	2nd Feb.	Bombay, Marseilles & London.

+Calls Casablanca.  
Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piraeus, Smyrna and other Levant Ports by steamer of the  
Khejival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	13th Dec. 2:30 p.m.	Singapore, Penang & Calcutta.
TALAMBA	8,018	24th Dec. 1929	Singapore, Penang & Calcutta.
TALMA	10,000	5th Jan.	Singapore, Penang & Calcutta.
SANTHIA	7,754	26th Jan.	Singapore, Penang & Calcutta.
TILAWA	10,006	5th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,936	13th Feb.	Singapore, Penang & Calcutta.

B.I. APCAR Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	1929	Manila, Sandakan, Thursday Island,
ARAFURA	6,000	1st Feb.	Townsville, Brisbane, Sydney &
TANDA	6,956	1st Mar.	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Nollo, Iollo, Culon, Kolumbatta, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

TALMA	10,000	14th Dec. 9 a.m.	Amoy, Shai, Moji, Kobe & Osaka.
*TREESILIAN	5,984	17th Dec. 9 a.m.	Shai, Moji, Kobe & Yokohama.
*GOLANA	5,984	21st Dec. 1929	Amoy, Moji, Kobe & Osaka.
KALYAN	9,144	21st Dec. 1929	Moji & Kobe.
*ALIPORE	5,973	1st Jan.	Moji & Kobe.
SANTHIA	7,754	2nd Jan.	Amoy, Moji, Kobe & Osaka.
MOREA	10,953	4th Jan.	Shai, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th Jan.	Moji, Kobe, Osuka & Yokohama.
TILAWA	10,006	13th Jan.	Amoy, Shai, Moji, Kobe & Osaka.
KASHGAR	9,065	18th Jan.	Shai, Moji, Kobe & Yokohama.
PADUA	5,907	18th Jan.	Shai, Moji, Kobe & Yokohama.

Cargo only.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C, HONG KONG. Agents.

## NEW YORK, BOSTON &amp; BALTIMORE.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. &amp; CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE.

(ELLERMANN &amp; BUCKNALL S.S. CO., LTD.)

## SAILINGS FROM HONG KONG.

S.S. "EUMAEUS" ..... Via Suez Canal 11th January  
S.S. "AUTOLYCHUS" ..... Via Suez Canal 8th February

Steamers proceed via Suez Canal or Panama Canal at Owners' Option. Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong  
Hong Kong & Canton: JARDINE MATHESON & CO., LTD., Canton.

## LOCAL SHIPPING

TO-DAY'S ARRIVALS AND  
DEPARTURES

Haldia (1,144) British, from Hongkong, Hohow—Wo Fat Shing—2,900 tons coal for Hong Kong.

Yunnan (1,206) British, from Canton—B. & S.—800 tons general cargo (through).

Newton Pine (2,548) British, from Cardiff; Calcutta—Bradley & Co.—3,795 tons coal, 40 tons coke for Hong Kong, 4,055 tons coal (through).

Kwai Sang (1,435) British, from Tsingtao; Swatow—J. M. & Co.—1 passenger, 587 tons general cargo for Hong Kong, 1,797 tons (through).

Nam Sang (2,591) British, from Calcutta, Singapore—J. M. & Co.—248 passengers, 2,019 tons general cargo for Hong Kong, 2,391 tons (through).

Telmachus (1,340) British, from Saigon—Wo Fat Shing—34 passengers, 2,000 tons rice and general cargo for Hong Kong.

Shantung (1,568) British, from Tsingtao; Swatow—B. & S.—166 passengers, 520 tons general cargo for Hong Kong, 1,340 tons (through).

Halvard (1,217) British, from Canton—Wo Fat Shing—42 passengers, 120 tons general cargo for Hong Kong, 5,350 pieces timber, 563 packages general cargo (through).

Linan (1,356) British, from Canton—B. & S.—6 passengers, 200 tons general cargo for Hong Kong.

Nevada (3,517) American, from Portland, Nagasaki—Columbia Pacific S.S. Co.—58 tons general cargo for Hong Kong, 3,000 lumber and general cargo (through).

Romolo (6,014) Italian, from Trieste, Singapore—Dodwell & Co.—40 passengers, 340 tons general cargo for Hong Kong, 4,317 tons (through).

Benwood (2,389) Norwegian, from Whampoa—Beig & Co.

Vulcanus (707) Dutch, from Amoy—A.P.C.—140 tons empty Kerosene drums.

Ginyu Maru (6,128) Japanese, from Valparaiso, Nagasaki—N.Y.K.—5 passengers, 93 tons general cargo for Hong Kong.

Genzen Maru (1,984) Japanese, from Dairen—M. B. K.—1,483 tons coal, 176 pigs; 475 tons general cargo for Hong Kong, 2,025 tons coal (through).

Cheung On (150) Chinese, from Cheung On—Hong Hing Co.—75 passengers, 15 tons general cargo, 30 pigs for Hong Kong.

Yuan Jeng (906) Chinese, from Cabu, Kolombatta, Tawau, Timor, Darwin, or other ports en route as indicated.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 1st January, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 10th Dec., 1928.

## TRAVEL SERVICE

Steamship and Railroad tickets issued to all principal Cities of the world.

Reservations made—Domestic and foreign traveller's cheques issued.

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To Manilla

To San Francisco and Los Angeles  
The Sunshine Belt via Honolulu  
Forthnightly sailings on Tuesdays

Pres. Madison, Dec. 18th at Noon  
Pres. Jackson ..... Jan. 1st  
Pres. McKinley ..... Jan. 15th  
Pres. Grant ..... Jan. 29th

£120, 112 special through rates to Europe via United States. Direct  
connections with all Atlantic lines. Choice of rail lines  
across United States and Canada, liberal stop-over privileges for sight-seeing.

To Seattle and Victoria  
The Short Straight Route to America  
Forthnightly sailings on Tuesdays

Pres. Pierce ..... Dec. 25th  
Pres. Taft ..... Jan. 8th  
Pres. Jefferson ..... Jan. 22nd  
Pres. Lincoln ..... Feb. 5th

To Manila  
Forthnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria  
Naples, Genoa, Marsella, New York and Boston

Pres. Monroe ..... Dec. 16th 8 a.m.  
Pres. Wilson ..... Dec. 30th 8 a.m.  
Pres. Van Buren Jan. 13th 8 a.m.

To Hong Kong  
Forthnightly sailings on Sunday via Manilla, Straits, Colombo, Suez Canal, Alexandria  
Naples, Genoa, Marsella, New York and Boston

Pres. Pierce ..... Dec. 18th 6 p.m.  
Pres. Jackson ..... Dec. 22nd 6 p.m.  
Pres. Taft ..... Jan. 1st 6 p.m.

To Canton Branch—No. 4, Sha Kee Street

To Manilla  
Forthnightly sailings on Sunday via Manilla, Straits, Colombo, Suez Canal, Alexandria  
Naples, Genoa, Marsella, New York and Boston

Pres. McKinley ..... Jan. 6th 6 p.m.  
Pres. Jefferson ..... Jan. 15th 6 p.m.  
Pres. Grant ..... Jan. 19th 6 p.m.

To Hong Kong and Shanghai Bank Building, Ground Floor  
Telephone Central 2477, 2478 and 795  
Cable Address "Dollar"

To Manilla  
Forthnightly sailings on Sunday via Manilla, Straits, Colombo, Suez Canal, Alexandria  
Naples, Genoa, Marsella, New York and Boston

Pres. McKinley ..... Jan. 6th 6 p.m.  
Pres. Jefferson ..... Jan. 15th 6 p.m.  
Pres. Grant ..... Jan. 19th 6 p.m.

To Hong Kong  
Forthnightly sailings on Sunday via Manilla, Straits, Colombo, Suez Canal, Alexandria  
Naples, Genoa, Marsella, New York and Boston

Pres. McKinley ..... Jan. 6th 6 p.m.  
Pres. Jefferson ..... Jan. 15th 6 p.m.  
Pres. Grant ..... Jan. 19th 6 p.m.

Coty: "L'Aimant" . . .  
Caron: "Nuit de Noel"  
Bourjois: "Miss Kate"  
Mulbens: "La Tosca"  
Houigkeit: "En Visite"  
Bourjois: "Talis" . . .

Remembrance is born of a multitude of little things — a lift of the shoulder, a lifting laugh, a snatch of song — a breath of perfume.

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**The China Mail.****REFORMING THE LORDS**

established," he said, "the span of life would almost certainly be extended to one hundred years as a normal event, and might conceivably be stretched still further . . . The half and hearty man or woman of sixty, or seventy years would then be the man or woman of ninety or a hundred, while forty or fifty would be the heyday of youth and vigour."—*Daily Express* (London).

The "Mail's" article reads:—"Age cannot wither him nor custom stale his infinite variety"—to slightly paraphrase Shakespeare—can with truth be written of Mr. James Nicholson Thompson Smith, of Woodville, who will celebrate his eighty-fourth birthday on Tuesday.

Sailor, soldier, traveller, school teacher by turns it has fallen to the lot of few men resident in South Australia to have such varied experiences as the veteran who is spending the evening of his days with his daughter, Mrs. A. H. Lock, at Rowley terrace, Woodville.

"Am I fit?" Well, hardly that," Mr. Smith told a representative of "The Mail" in the course of a chat. "I cannot get about now, but I don't think there is much wrong with this," and he significantly tapped a broad forehead, surmounted by a shock of snow white hair.

The keen, quizzical blue eyes, and alert mind testified that he was right.

Mr. Smith was born a subject of the famous Queen Pomare, in Tahiti, Society Islands, on October 16, 1844. His parents shortly afterward took him to Sydney, and early in 1845 reached Adelaide.

Educated at the famous school conducted by the late Mr. J. L. Young, he numbered among his schoolmates many who subsequently made a name for themselves in various spheres. There were Messrs. "Pat" Auld, Caleb Peacock, and the members of the Beck, Hack, Giles, Gosse, Finlayson, Fowler, Cheetham, Frew, Solomon, and other prominent early day families.

**Career of Adventure**

Young Smith started out on a career of adventure at 16 years of age, and during the next few years travelled through India, Britain, North and South America, and other countries. Soldiering in England was too tame, so he went to America and participated in the Civil War.

Once he was nearly knifed on a boat when rounding the Horn, by an angry second mate, and on the same voyage the vessel missed crashing on to some rocks by a hair's breadth.

Next young Smith shipped from San Francisco to Sydney, and eventually became one of the first batch of school-teachers under the system inaugurated by the late Sir Henry Parkes in 1867.

His wife died, and he brought two motherless bairns back to South Australia. After following several occupations he joined the Education Department under the late Mr. J. A. Hartley, and for 28 years was schoolteaching in various parts of the State, retiring on a pension in 1906.

One of his companions in adventure in Mexico and along the South American coast was an Irishman named John O'Connell. The pair lost sight of each other, but years later met accidentally in Rundle-street, Adelaide. O'Connell subsequently amassed much wealth, and became mayor of Unley, and a justice of the peace.

One son of Mr. J. N. T. Smith, Mr. O. A. Smith, known from Africa to China as "Hong Kong Smith," is general manager in Hong Kong for the large London hardware firm of Whiteaway, Laidlaw and Co. He recently spent several months with his family in Adelaide, and reached Hong Kong yesterday on the return journey.

**Systems Condemned**

"What do I think of the modern system of State education?" The veteran repeated the question of his interviewer, and then with fine scorn added, "Not much."

"Why should the taxpayers—in other words, the average working man—pay for the education of so many children of comparatively well-to-do parents, as is the case at high schools, and other such institutions nowadays?" he demanded.

"In days gone by their parents paid for them, and they should do so to-day. The youngsters are getting swollen heads at the expense of the State. You can emphasise that as strongly as you like."

"The present age is too frivolous," he declared, "and I think the school curriculums are being overloaded with all sorts of unnecessary subjects."

Then the veteran turned delightfully to a discussion on philology, his pet subject, and recalled favourite Dickensian characters, and how the old dominos in "Beside the Bonfire Bush" could tell at a glance

**"HONG KONG SMITH"**

FATHER CELEBRATES NATAL DAY  
VETERAN TEACHER

The Adelaide "Mail" of Saturday, October 13, contained the following article relative to the birthday of Mr. J. N. T. Smith, of Woodville. The subject of the notice is—the father of Mr. Octavius A. Smith, the general manager of Messrs. Whiteaway, Laidlaw and Co., Ltd.

The "Mail's" article reads:—"Age cannot wither him nor custom stale his infinite variety"—to slightly paraphrase Shakespeare—can with truth be written of Mr. James Nicholson Thompson Smith, of Woodville, who will celebrate his eighty-fourth birthday on Tuesday.

Rastus: Here am a telegram from de master in Africa stating he am sending us some lions' tails.

Circus Owner's Wife: Lions' tails, Rastus? What are you talking about?

Rastus: Well, read it yoself. It says plain—"Jes" captured two lions; sending details by mail."

"Now, look here, Dorothy," said her father sternly, "your mother tells me you've been naughty all day long. The next time you throw mud at your sister's clean dress you'll go to bed without your supper."

"The next time I throw mud at Doris," said the crying child, "I'll wait till after supper."

"Is this a really exciting story?" inquired the old lady, as the librarian handed her the book for which she had asked.

"Well, it depends on what you call exciting," replied the librarian. "It has three murders in it."

"That's right," said the lady. "I like a book with a bit of life in it."

Higgins: "Hello, Matthews, old chap. I hear you backed Perfect Fool at the races the other day and made a small fortune."

Matthews: "Yes, I didn't do badly."

"How did you spot the winner?"

"Oh, they were the last words my wife said to me as I left the house."

Percy's mother was getting him ready for school. Suddenly she noticed a bruise on his head. "Percy," she said, "you've been fighting again!"

"Rot!" said Percy. "I wasn't fighting at all. That was an oversight."

"Yes," he replied. "I was sitting on that little ass, Tanner, yesterday, and I forgot to hold his feet."

She was a very busy woman, and found it most disturbing and irritating when one day she was bitten by a dog. But, despite her accident, she carried on bravely with the work in her department. Then a fresh trouble arose—people in the same business kept worrying her with senseless questions.

"Fancy, were you bitten by a mad dog?"

"Yes, I was."

"And you're working here just the same. Writing your will, I suppose?"

"No," snapped the injured woman. "I'm making a list of the people I'll bite if I do go mad."

The Very Rev. Lionel Ford, now Dean of York, and formerly head master of Harrow School, is responsible for an amusing schoolboy story.

It concerns a teacher at a certain elementary school who told his class to write an essay on "Mother" for their homework.

The following day, on going through them, he found two of the essays—the work of two brothers—exactly alike. He called one of the boys to him.

"John," he said, "how is it you've written the same as your brother?"

"Well, sir," was the reply, "it's the same mother."

Jackson had just bought a new car, and although he had only one lesson in driving, he ventured out for a trial run.

He was proceeding gingerly, when, on rounding a corner, he encountered two men walking in the opposite direction. There was no time for him to draw up, and one of the men was knocked into the hedge.

Jackson was nearly 50 yards farther along the lane before he managed to stop his car. He reversed and backed up the lane.

Unfortunately, he overshot the mark again and this time the second man, who was bending over his injured comrade, was hurled to the ground.

Again Jackson went past some distance before he managed to stop, and again started to drive up to the men.

Just as his car was approaching the spot for the third time, he heard one man shout to the other as he dragged him through a gap in the hedge. "For Heaven's sake, come on, Jock. He's after us again!"

"If a boy had any Greek in him," deplored the lack of such science in the modern teacher.

**NEW PAVILION  
FOR THE DIOCESAN GIRLS' SCHOOL**

**FORMAL OPENING.**

Yesterday afternoon, Mrs. W. T. Southorn, wife of His Excellency the Officer Administering the Government, performed the ceremony of formally opening the newly erected pavilion of the Diocesan Girls' School in the presence of a large gathering.

The building was gaily decorated with flags, and the chief attraction of the afternoon was a bazaar which was held in the school building. It received generous support from the many visitors.

Across the main entrance of the new pavilion were blue and white ribbons tied to the two pillars, and in declaring the pavilion open, Mrs. Southorn severed the ribbons in the centre with a pair of scissars.

Mrs. Southorn was received on arrival by His Lordship the Bishop of Victoria (the Rt. Rev. C. R. Dupuy, D.D.), and Miss Sawyer (Headmistress of the School). A Guard of Honour of the School's Company of Girl Guides lined the path leading to the new pavilion.

After the opening ceremony, Mrs. Southorn entered the pavilion followed by the gathering. Here a short programme of music and dances was presented by pupils of the school. Then an adjournment was made to the bazaar which was also opened by Mrs. Southorn.

The Bishop, in a brief speech, extended to Mrs. Southorn the warm welcome of the school and their great pleasure at her presence there that afternoon.

**Mrs. Southorn's Speech.**

After thanking the Bishop for his kind remarks, Mrs. Southorn addressed the gathering as follows:

The opening of this playhouse gives me very special pleasure. It stands for so much that is good. To begin with the money has been raised through the efforts of the school combined with the assistance of Government. The school has worked hard to achieve this result and Government has assisted substantially. Apart from the means by which it has been raised, I can see in the future all the benefit that hundreds of girls will derive here from healthy exercise and encouragement of the team spirit. Girls of the twentieth century are very fortunate. In former generations the enjoyment of fresh air and games appeared to be limited chiefly to boys. Croquet and later a mild game of tennis were all that could be allotted to girls.

But nowadays the whole world of games is open to them. I may be addressing the Betty Nuttahs, Nancy Drexel and George Meeker are the principal players in an excellent picture, "The Escape," which is to be screened at the Star Theatre from to-day to Saturday.

Girls of the Diocesan School—rejoice in the freedom, the glorious freedom you now enjoy. Make the most of this playhouse. Let it at all times be filled with the spirit of good fellowship and good sportsmanship.

And at the same time I hope the bazaar you have organised will be a great success. I am filled with admiration of the vitality, the many-sidedness of the Diocesan School. I gather that the objects of the bazaar are the feeding of hungry children at Christmas, the assistance of the Victoria Home and the equipment of your playground. They are all deserving objects. I trust they will be liberally supported by purchasers, and that the harvest from your bazaar will be a very rich one.

The death occurred at the General Hospital, Singapore, recently at the early age of 32, of Miss Jane Black, stenographer on board the "Empress of Canada." She was admitted to the General Hospital suffering from enteric fever. The funeral which took place at the Bidadari Cemetery was attended by the Hon. Mr. F. A. Pledger, Mr. Graham-Brown and members of the staff of Boustead and Co., Ltd. The Ven. Archdeacon F. G. Swindell officiated. Floral tributes were received from the following:—Her Sorrowing Parents; The Canadian Pacific Steamships Limited; Captain Griffiths and crew, "Empress of Canada"; and the directors and staff of Boustead and Company, Limited, local agents for the Canadian Pacific Steamships, Ltd.

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**DRESS REHEARSAL**

PHILHARMONIC SOCIETY'S  
"TOM JONES"

**EXCELLENT BOOKING.**

The final dress rehearsal of the Hong Kong Philharmonic Society's production of "Tom Jones" was held at the Theatre Royal last night, giving every promise of a most successful run and a further notable achievement by the local amateurs.

The opera, full of pretty music and delightful humour, was cleverly presented by a cast which includes a number of people who have appeared in previous productions and also some new talent.

"Tom Jones" will be presented to the public for the first time tomorrow night.

Excellent booking is reported at the Anderson Music Co., particularly for the later nights. The fact should be stressed that the opera will not be presented after Saturday, Dec. 22, whatever the demand, and the public will be well advised to take advantage of the shows earlier in the week and also the matinee which will be given next Wednesday at 4.30 p.m.

**"BARBED WIRE."**

**HALL CAINE'S STORY ON  
THE SCREEN**

"Barbed Wire," a picture of war yet with only a brief glimpse of actual warfare will be screened at the Queen's Theatre from to-day to Saturday.

The story was adapted from Hall Caine's famous novel, "The Woman of Knockaloe" and concerns the life during the great war of a beautiful girl of Normandy whose bitter hatred for the enemies of her country turned to a deep and lasting love for a German soldier.

It is a tense drama, unusual in its theme, and is carried out in a remarkable manner through the clever direction of the eminent German producer Erich Pommer. Pola Negri, who has been described as the greatest emotional actress of the screen, enacts her difficult part in convincing manner. Clive Brook, a popular screen hero plays opposite the star who receives further support from Einar Hanson and Clyde Cook. A rare touch of comedy is introduced in parts and thus keeps the story perfectly balanced throughout.

**"THE ESCAPE."**

**TO-DAY AT THE STAR  
THEATRE**

Virginia Valli, William Russell, Nancy Drexel and George Meeker are the principal players in an excellent picture, "The Escape," which is to be screened at the Star Theatre from to-day to Saturday.

The story starts in the tenements of New York where a beautiful young girl is seen amid the squalor of her surroundings. Soon however, the scene shifts to the night clubs where the girl has succeeded in getting a position. Her adventures as the hostess of a notorious cafe are told in a striking manner. A great climax is provided to the splendid story which is well acted by the excellent cast. "The Escape" is based on the popular stage play of that name and has been given a lavish production by the director Richard Rosson, a director at his best with this type of picture.

A meeting is to be held in Nanking on the 15th inst. to discuss matters relating to road building in Kiangsu Province. It is the hope of the Commissioner of Reconstruction, Mr. Wang Pei-ling, to have a network of roads throughout the province within the next 18 months, reports the Chinese press.

Mr. E. A. Lamerton, Chief Inspector of Police, Kulim, will be going on leave next month when Mr. Collett, of the F.M.S. Police, will relieve him.

Colonel Basil Syth Ward, Secretary of the branch of the British Legion at Albury, Surrey, and formerly of the Indian Army, collapsed and died while walking to church.



RONALD AND VILMA.—Popular Stars, Ronald Colman and Vilma Banky in "Magic Flame," coming to Hong Kong shortly.

**SHADOWS BEFORE**

**COMING EVENTS ANNOUNCED  
IN THE "MAIL"**

To-day—Queen's Theatre; "Barbed Wire."

To-day—World Theatre; "The Prince of Pilsen."

To-day—Star Theatre; "The Escape."

To-day—Concert at Helena May Institute, 5.30 p.m.

Dec. 14.—St. Joseph College Old Boys' Association held concert in College Hall, Kennedy-road, at 5.45 p.m.

Dec. 14, 15, 17, 18 21, 22—Theatre Royal; The Hong Kong Philharmonic Society presents "Tom Jones," 8 p.m.

Dec. 14—H.K.V.D.C. Machine Gun Company Dance, City Hall, 8 p.m.

Dec. 16—Public Band Concert, Botanic Gardens, 4.50 p.m.

Dec. 16-17—Queen's Theatre; "The Party."

Dec. 16-17—World Theatre; "Tess of D'Urbervilles" (at 9.15 and 9.15); Chinese picture "A Lady Detective" (at 2.30 and 7.15).

Dec. 16-17—Star Theatre; "The Bugle Call."

Dec. 18—Queen's Theatre; "Why Sailors Go Wrong."

Dec. 19-22—Queen's Theatre; "Fazil."

Dec. 17-19—World Theatre; "Across the Pacific."

Dec. 18-19—Star Theatre; "Beau Geste."

Dec. 19—Theatre Royal; The Hong Kong Philharmonic Society presents "Tom Jones," 8 p.m.

Dec. 20-22—World Theatre; "The Magic Flame" (at 5.15 and 9.15); Chinese picture "Nemesis" part 1 (at 2.30 and 15).

Dec. 20-22—Star Theatre; "The Flame of Yukon."

Lammetts' Auctions

Dec. 14—At Sales Room, Duddell-st. Chinese spirits, in bottles and jars, regulators, broken rice, cheese, motor car spare parts and personal effects, etc., 11.30 a.m.

Dec. 15—At Standard Oil Co., godown, Lai Chi Kok, 94 cases Tin-plates "Coke," noon.

Sports

To-day—H.K.Y.M.C.A. Hockey, 2nd XI v. University II, 5 p.m.; Whist Drive, Open to Ladies, tickets, \$1.9 p.m.

Dec. 14—H.K.Y.M.C.A. Basket Ball, v. St. Andrews Y.M., 6.15 p.m.

Dec. 15—Fanling Hunt meet at Sheung Shui, 2.30 p.m.

Dec. 16—Fanling Paper Hunt

Dec. Cup, Jardine's Bungalow, 11 a.m.

Dec. 19—Fanling meet at Mr. Potts' bungalow, 2.30 p.m.

Miscellaneous

December 14—Hong Kong Automobile Association's annual dinner dance, at Peninsula Hotel, 8 p.m.

Dec. 15—Opening of the Sports Club by H.E. the Officer Administering the Government, noon.

**RACING**

**"STEVE" ACCEPTS A  
RETAINER**

Sir Victor Donoghue, for whom Steve Donoghue is to ride as first jockey next year, has large business interests in India, in which country he spends most of his time. Sir Victor's horses are trained by Crawford at Newmarket, and not far away he has a splendid stud farm.

For some years past Donoghue has preferred to ride as a free lance.

The year before the war broke out "Steve" was offered a retainer of £6,000 for three years to ride for the Kaiser.

Fortunately for Donoghue, he declined it as Fred Winter, who was then engaged, was interned at Ruhleben until the end of hostilities.

Donoghue has ridden no fewer than six Derby winners, and he may ride another next year, in Gay Day. Sir Victor owns one of the best two-year-olds of the season.

Colonel Basil Syth Ward, Secretary of the branch of the British Legion at Albury, Surrey, and formerly of the Indian Army, collapsed and died while walking to church.

We regret to state that Mrs. W. C. H. Knight is very seriously ill in the Shanghai Sanitarium and we are asked by Mr. H. Browett, solicitor, to say that he will be glad if any of Mrs. Knight's friends will communicate with him at his office. Mrs. Knight is the wife of Captain Knight, who took the s.s. "Cassum" to Hong Kong and he has been informed by cable of his wife's illness.—N. C. Daily News.

A charge of conspiracy to murder Jemadar Willayat (Blad) Singh brought against four Indians, Mohamed Elahi, Fouja Siagh, Hari Ram, and Munshi Faizi Elahi, the last named being the interpreter at H.M. Court, occupied the whole day in H.M. Police Court, Shanghai. The Registrar, Mr. A. J. Martin, was on the bench. Counsel engaged were Messrs. E. T. Maitland, M. Reader Harris, and J. McNeill.

RONALD AND VILMA.—Popular Stars, Ronald Colman and Vilma Banky in "Magic Flame," coming to Hong Kong shortly.

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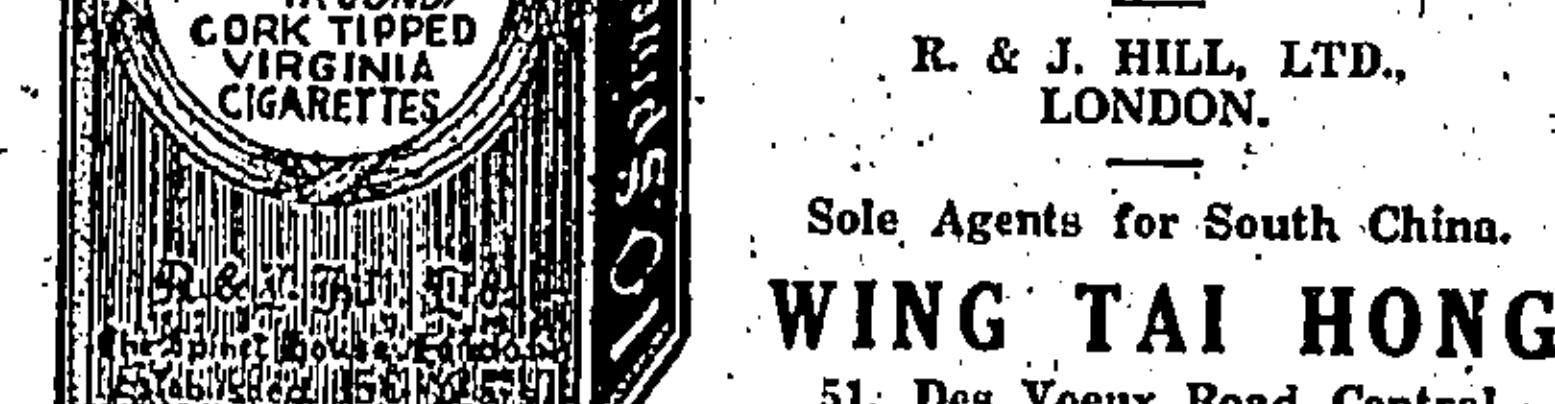
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### IN OTHER PLACES

#### CHRONICLES FROM JAPAN TO JAVA

Mr. D. F. Grierson, manager of Kalumpang Estate, Gula, and Mrs. Grierson left for home last week.

Lieut.-Col. J. H. Tyte has returned from leave and resumed duty as Inspector of Prisons, Straits Settlements.

The year before the war broke out "Steve" was offered a retainer of £6,000 for three years to ride for the Kaiser.

Fortunately for Donoghue, he declined it as Fred Winter, who was then engaged, was interned at Ruhleben until the end of hostilities.

Donoghue has ridden no fewer than six Derby winners, and he may ride another next year, in Gay Day. Sir Victor owns one of the best two-year-olds of the season.

According to the Chinese press the Central Bank of China has ample cash security to meet its note issue of \$2,000,000. In accordance with the Government's orders, 60 per cent. of this sum is being held as cash in reserve. Subsidiary notes issued by the bank would be accepted by local banks, reports the Chinese press.



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## TO-DAY'S RADIO

BROADCAST BY  
G.O.W.  
ON 300 METRES

The following programme will be broadcast to-day from the Government radio station at the Peak, the wave-length being 300 metres. The call sign of the station is G.O.W.

11.30 to 12.30 p.m.—British Official Wireless Press Demonstration Programme. Records, Chinese and European Music.

1.45 p.m.—Weather Report.

5.30 to 6.30 p.m.—Demonstration Programme.

7.45 p.m.—Evening Weather Report.

8 p.m. to 10.30 p.m.—Evening Programme. (Columbia Records).

"Ramona," Ambassadors Band.

"There Must Be a Silver Lining," Ambassadors Band.

"He's Tall, Dark and Handsome," Sophie Tucker. (Comedienne).

"Virginia," Sophie Tucker. (Comedienne).

"Chanson Villageoise No. 2," Cello Solo by Gaspar Cassado.

"Mennett," Cello Solo by Gaspar Cassado.

"Blue Eyes," W. H. Barry. (Comedian).

"Blue Eyes," Back to the Heather. Sylvia Cecil.

"Were You There?", Norman Allin. (Bass).

"Brittany," Norman Allin. (Bass).

"Brown Eyes I Love," Hubert Eisell. (Tenor).

"To A Seagull," Hubert Eisell. (Tenor).

"Tango," Poushnow. (Pianoforte Solo).

"Moment Musicales," Poushnow. (Pianoforte Solo).

"A Day's Broadcasting," Descriptive Sketch.

"Lumber Love," Selections, Lyceum Orchestra.

"Blue Danube," Waltz, Royal Philharmonic Orchestra.

"Aida," Selections, New Queen's Hall Light Orchestra.

"La Traviata," Prelude to Act 1, Court Symphony Orchestra.

"La Traviata," Prelude to Act 3, Court Symphony Orchestra.

"Madame Butterfly," Selections, New Queen's Hall Light Orchestra.

"Reminiscences of Tosti," Regimental Band H.M.

Grenadier Guards.

"La Tosca," Selections, New Queen's Hall Light Orchestra.

10 p.m.—British Official Wireless Press.

"Peace," J. Dale Smith. (Baritone).

"Silent Noon," J. Dale Smith. (Baritone).

"Blue Eyes," Blue Eyes, Evelyn Laye.

"Blue Eyes," Do I Do Wrong, Evelyn Laye.

"Erin," Selection of Irish Airs, Combined Orchestra of 4,000.

"Manó," Waltz, Combined Orchestra of 4,000.

"Blue Eyes," Selections, Picadilly Theatre Orchestra.

"Jeannine," Paul Whiteman.

"Gypsy," Paul Whiteman.

10.30 p.m.—Close down.



### "MY POOR HEAD!"

Have You Tried The Tonic Method of Treatment With Dr. Williams' Pink Pills?

There are few ailments that cause more genuine misery than nervous, neuralgic, or sick-headaches. Light and noise increase the pain: food is unthought of, for it only adds to the distress. When the attack is on there is little to be done until it passes away. This may mean hours, or it may mean days. Nearly every victim of headache suffers from thin blood, also weak nerves, the latter being the result of the former. The most successful treatment, therefore, for headaches is a remedy that will rebuild the blood so that it can nourish the starved nerves.

This process of strengthening thin blood and weak nerves is being accomplished on all sides by Dr. Williams' Pink Pills for Pale People. These pills contain the elements that make new blood, and as the nerves get their nourishment from the blood Dr. Williams' Pink Pills have been found invaluable in a wide range of diseases of the blood and nerves, such as anaemia, digestive disorder, neuralgia, and neurasthenia or nervous breakdown.

If you are not fit Dr. Williams' Pink Pills will help you to health. Get a supply now from any chemist, or post-free, one bottle for \$1.50, 6 bottles for \$8.00 from the Dr. Williams' Medicine Co., 60 Kiang-ee Road, Shanghai.

## STOLEN JEWELLERY

WOMAN SENTENCED TO SIX MONTHS' JAIL  
GIRL ADMONISHED

The Chinese woman, who attempted to escape from police custody by jumping into the harbour from a Yaumati ferry launch, while being conveyed across the harbour with other prisoners, was brought before Mr. E. W. Hamilton, at the Kowloon Magistracy yesterday afternoon, charged on remand with receiving a quantity of jewellery stolen by a small Chinese girl, and with harbouring the girl without the consent of her parents or guardians.

The girl, who was living with her grandmother at No. 161, Reclamation-street, first floor, disappeared on December 4, taking several articles of jewellery with her.

The police investigated the affair and discovered the girl living with accused at No. 352, Shanghai-street.

A search of the premises resulted in the missing jewellery being found.

Sentence of six months' hard labour was passed on the woman, while the girl, who admitted stealing the jewellery, was reprimanded.

Mr. Lindsell imposed a fine of \$50 on Choy Un, the social secretary of the Carpenters' and Contractors' Association, and \$5 each on the others.

On a further plea of Mr. Loseby, Mr. Forrest said that he would, personally, be satisfied with a smaller fine, and the Magistrate accordingly reduced the fine to \$20.

Princess Beatrice recently laid a wreath on the Cenotaph, Whitehall, in memory of 11,452 officers and other ranks of the Royal Warwickshire Regiment who died in the war.

Oranges, for which the Sze Yap are famous, are certain to be expensive this year owing to the lack of rain.—Our own correspondent.

## A WEEK'S PAPERS IN ONE

### "OVERLAND CHINA MAIL"

ILLUSTRATED.

CHINA NEWS, LOCAL NEWS  
AND ALL THE NEWS

SEND IT HOME!

Just at a time when most people were hoping for a revival in trade came the news that some Chinese in Western China, having engendered a boycott of things Japanese, had intimidated stevedores into refraining from working a British ship's cargo. For once, immediate steps are being taken to prevent an impasse.

It is essential that British merchants in Hong Kong and China should do their duty to themselves by bringing such facts Home to everybody at Home.

Only this week, there have been further instances of ignorance of the situation out here—as evidenced in the tacit approval of Mr. F. Hussey-Freke's acquiescing in Nationalist China's seizure of the salt funds.

The "Overland China Mail" contains an indictment of the Foreign Office policy. Send it Home to be read as widely as possible. It is the only illustrated weekly budget of "local" and "China" news published in Hong Kong. As such, it must be the best reading matter for friends in other parts of the world who evince interest in China.

RESIDENTS BACK FROM LEAVE

Many residents have just returned to Hong Kong after holidays at Home and elsewhere. For the first few days, one's conscience can be calmed by thoughts that time is needed to unpack and to get settled down again. Then that letter must go.

What you have to say for yourself no one else can write for you—but if you want to ease anxiety as to what is happening out here that is a task that the "Overland China Mail" will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody asked you about conditions in China? Show that you are at least thoughtful by sending them a copy of the "Overland." That will tell them all they want to know.

READY NOW.  
Mail via Suez closes at 10.30 a.m. on Saturday,  
and via Siberia at 10.30 a.m. on Tuesday.

SINGLE COPY.....25 Cents.  
[Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.]  
No. 2A, WYNDHAM STREET—PHONE 622.

"THE OVERLAND CHINA MAIL."

## A PROCESSION

COURT PROCEEDINGS AS  
A SEQUEL

WITHOUT PERMISSION

As the result of a procession held for the honour of the god of the house-builders, ten Chinese were brought before Mr. R. E. Lindsell yesterday charged with holding a procession without due permission from the Secretariat for Chinese Affairs.

Mr. R. A. D. Forrest, of the S. C. A., prosecuted and Mr. F. H. Loseby who appeared for the defendants, entered a plea of "not guilty."

Mr. Forrest stated that on Nov. 14, one Chan Chi-sang applied to the S.C.A. for permission to hold a procession in connection with the opening of the Lo Pan Temple.

The application was refused and the applicant was advised not to hold the procession at all.

The police later reported that they had seen a procession and the names of ten persons were taken.

Mr. Loseby said that only forty-five people took part in the procession, and he offered, on behalf of his clients, the fullest possible apology and an expression of regret.

Mr. Lindsell imposed a fine of \$50 on Choy Un, the social secretary of the Carpenters' and Contractors' Association, and \$5 each on the others.

On a further plea of Mr. Loseby, Mr. Forrest said that he would, personally, be satisfied with a smaller fine, and the Magistrate accordingly reduced the fine to \$20.

## "JEROLIN"

Cod-Liver Oil Emulsion "RIEDEL" with an extra high percentage of Calcium hypophosphite as a strengthening and nutritious remedy.

Cod-Liver Oil, the fat oil gained from the liver of the cod-fish, which inhabits the northern Atlantic Ocean innumerable shoals, and which has been well-known for more than half a century, is highly regarded all the world over as nutritive supporting the condition of the body, and especially strengthening children.

Besides our "JEROLIN" possesses the very valuable quality of not becoming decomposed for many months, if properly stored.

"JEROLIN" contains a constant uniform percentage of medicinal Cod-Liver Oil and admixtures of approved osteogenic Calcium Salts, Hypophosphites and some aromatic ingredients.

"JEROLIN" is easily assimilated and digested, palatable and appetizing.

Doses: Infants three times a day a tea-spoonful. Adults and children three times a day a table-spoonful.

J. D. RIEDEL A.G., Berlin.

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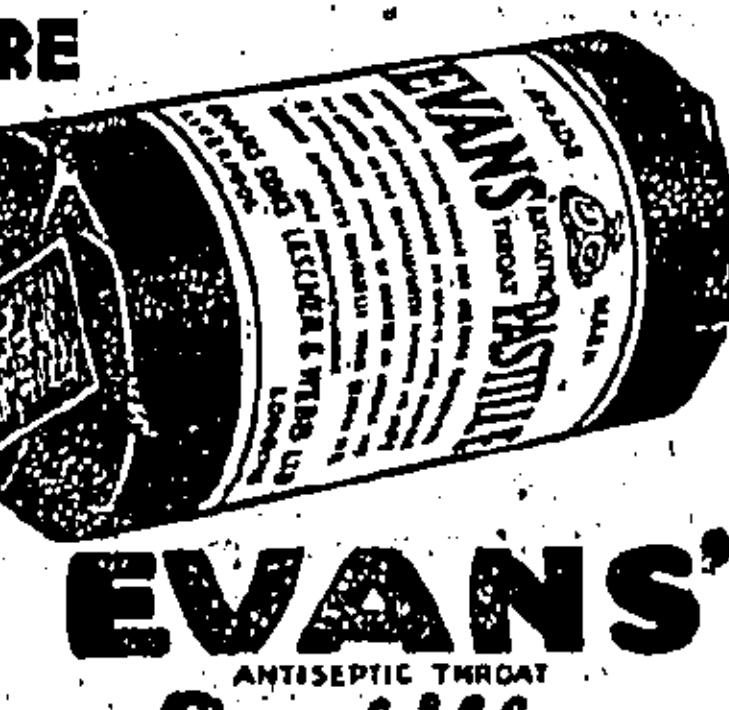
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## STOP COUGHS WHERE THEY START!

EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health and that of your children always by having them ready to use at the first sign of a cold.

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.



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**Sport Columns**
**SCOTTISH F.A. CUP  
1ST ROUND****RESULT OF DRAW**  
RANGERS (HOLDERS) TO PLAY  
ON OWN GROUND

## CELTIC RECEIVE ARTHURIE

Rangers, who won the Scottish F.A. Cup last year, defeating Celtic in the final by four clear goals, have a fairly easy hurdle in the first round this year, being drawn against Edinburgh City. Celtic are at home to Arthurie.

The draw, first round (to be played on Jan. 19), resulted as follows:

Queen of South v. Inverness Caledonians.

Civil Services Strollers v. Fraserburgh.

Berwick Rangers v. Ayr.

Nithsdale Wanderers v. St. Mirren.

Celtic v. Arthurie.

East Fife v. Partick.

St. Andrew's University v. Bathgate.

Albion Rovers v. Galston.

Hearts v. Airdrie.

Thornhill v. Murrayfield Amateurs.

Third Lanark v. Clydebank.

Motherwell v. Leith Athletic.

Buckie Thistle v. Queen's Park.

Kilmarnock v. Glasgow University.

Dundee United v. Morton.

Dumbarton v. Inverness Citadel.

Dunfermline v. Cowdenbeath.

St. Bernards v. Falkirk.

Armadale v. Moorpark.

Rothes v. Newton Stewart.

Rangers v. Edinburgh City.

Allan v. East Stirlingshire.

Dundee v. King's Park.

Hamilton v. Forfar.

Hibernian v. St. Johnstone.

Dunkeld and Birnam v. Clackmannan.

Brechin v. Brechin City.

Arbroath v. Inverness Thistle.

Beith v. Raith Rovers.

Huntly v. Stenhousemuir.

Aberdeen v. Solway Star.

Clyde v. Montrose.

F.A. Cup Replay

Darlington beat Scarborough (at Darlington) yesterday, by two to one, when re-playing in the 2nd round of the F.A. competition proper, after a draw on Saturday.

In the third round on Jan. 12, Darlington are to receive Bury.

Varsity Match

At Stamford Bridge yesterday, in the annual inter-Varsity game, Cambridge beat Oxford by three goals to two.

Oxford won the jubilee match last year by 6-2, the winners' six goals being a record for the series.]

Northern League

In division III. (northern section) of the League yesterday, New Brighton (on their ground) defeated Carlisle by the only goal of the match.

LOCAL SOCCER

In the First Division of the local League, yesterday, the Royal Artillery defeated the K.O.S.B. Borderers by one goal to nil.

Mid-Week League results were:-

Athletic . . . . . 2 South China . . . . . 0

Ewo Chinese . . . . . 3 Hung Kui S. . . . . 1

Lam Long Wan, Police . . . . . 2 . . . . . 0

Standings . . . . . P. W. D. L. Pts.

South China . . . . . 8 5 1 2 11

Athletic . . . . . 9 7 1 1 15

Lam Long Wan . . . . . 9 4 2 3 10

P.W.D. Chinese . . . . . 9 8 3 3 9

Ewo Chinese . . . . . 9 3 2 4 8

Police . . . . . 10 3 1 6 7

Hung Kui School . . . . . 8 1 0 7 2

**SNOOKER**

A. J. Osmund beat F. Jones at the Palace Hotel last night, in the snooker championship, by 298 (59, 46, 63, 71, and 59) to 210 (41, 57, 45, 32 and 25). Osmund had the highest break to date—81.

To-morrow, at 9 p.m., the other semi-final, between F. E. Silva and H. da Luz, will be played.

**CRICKET****MILITARY TEAM IN FRIENDLY GAME****R.A.S.C. WIN**

At Sookumpoo yesterday, the R.A.S.C. defeated the R.E. and Signals by 13 runs in a friendly game of cricket. Details:

R. E. and R. C. S.

Spr. Penny, b Simpson . . . . . 0

Spr. Walters, b Fry . . . . . 1

Cpt. Butler, c Crowcroft, b Fry . . . . . 2

Q. M. S. Roberts, b Fry . . . . . 2

Q. M. S. Leppard, c Williams, b Simpson . . . . . 1

Sgt. Durajid, c Williams, b Simpson . . . . . 1

Sign. Spedding, b Fry . . . . . 0

S. M. Burridge, b Glenny . . . . . 16

Sign. Warwick, b Glenny . . . . . 10

Sgt. Wood, not out . . . . . 6

Extras . . . . . 6

Total . . . . . 77

BOWLING ANALYSIS.

O. M. R. W.

Pte. Simpson . . . . . 13 2 43

Pte. Fry . . . . . 8 2 19

Q. M. S. Glenny . . . . . 4 2 9

R. A. S. C.

Capt. Williams, b Leppard . . . . . 6

Maj. Langmaid, c Osborne, b Butler . . . . . 17

Cpl. Crowcroft, 3 and b Durand . . . . . 9

L-Cpl. Fennell, b Osborne . . . . . 7

Q. M. S. Glenny, s and b Osborne . . . . . 14

L-Cpl. McIntyre, c and b Osborne . . . . . 6

Pte. Lyons, c Penny, b Walters . . . . . 6

Pte. Fry, b Durand . . . . . 4

Pte. Simpson, b Walters . . . . . 2

Pte. Hawkins, c Penny, b Walters . . . . . 4

Pte. Edwards, not out . . . . . 16

Extras . . . . . 16

Total . . . . . 90

BOWLING ANALYSIS.

O. M. R. W.

Q. M. S. Leppard . . . . . 6 0 20

Sgt. Durajid . . . . . 9 1 20

Cpl. Butler . . . . . 5 0 12

S. M. Osborne . . . . . 5 1 15

Sgt. Walters . . . . . 2 1 1

Q. M. S. Roberts . . . . . 2 0 6

**ARMY TRIAL MATCH**

Excellent fielding was witnessed this morning in the trial match to select the Army XI to meet Royal Navy in the annual cricket match in Hong Kong.

Most of the best cricketers in the South China Command are taking part in the all-day match.

**VOLLEY BALL**

Final placings in the inter-school volleyball league are:-

Division "A."

Played Won Lost

Ellis Kadoorie . . . . . 10 10 0

Hon. Chung . . . . . 10 8 2

Wah Yan . . . . . 10 6 4

Tutorial Inst. . . . . 10 3 7

St. Paul's . . . . . 10 2 8

King's . . . . . 10 1 9

Division "B."

Played Won Lost

St. Paul's . . . . . 13 12 1

King's . . . . . 13 11 2

Queen's . . . . . 12 7 5

Wah Yan . . . . . 12 6 6

Wantai . . . . . 12 4 8

Y.M.C.A. School . . . . . 12 3 9

Tutorial Inst. . . . . 12 0 12

Division "C."

Played Won Lost

St. Paul's . . . . . 6 6 0

King's . . . . . 6 3 3

Queen's . . . . . 6 2 4

Ellis Kadoorie . . . . . 6 1 5

**MONEY & SHARES.****THE SHARE MARKET****Stock Hong Kong Stock Exchange****T.T. on London 2/- 3%****T.T. on Shanghai 78 1/2****Hongkong Bank \$1322 1/2****do. Lon. Reg. \$140****Chartered Bank \$22****Mercantile A. & B. \$24****do. C. \$14 1/2****P. & O. Bank \$94****Bank of East Asia \$82 1/2****Insurance \$693****North Insurance \$857****Yatlong Trust \$160****China Underwriters \$245****China Fire Insurance \$280****H.K. Fire Insurance \$780****Shipping \$100****Douglas \$394****H.K. Steamboats \$29****H.K. Tugs & Lighters \$140****Indo-China (Pret.) \$45****do. (Daf.) \$724****Shell Transport \$118****Water-boats \$22 1/2****Mining \$100****Binguela \$21 1/2****Kailan Mining Ad. 73 1/2****Langkate (Combined) T11**

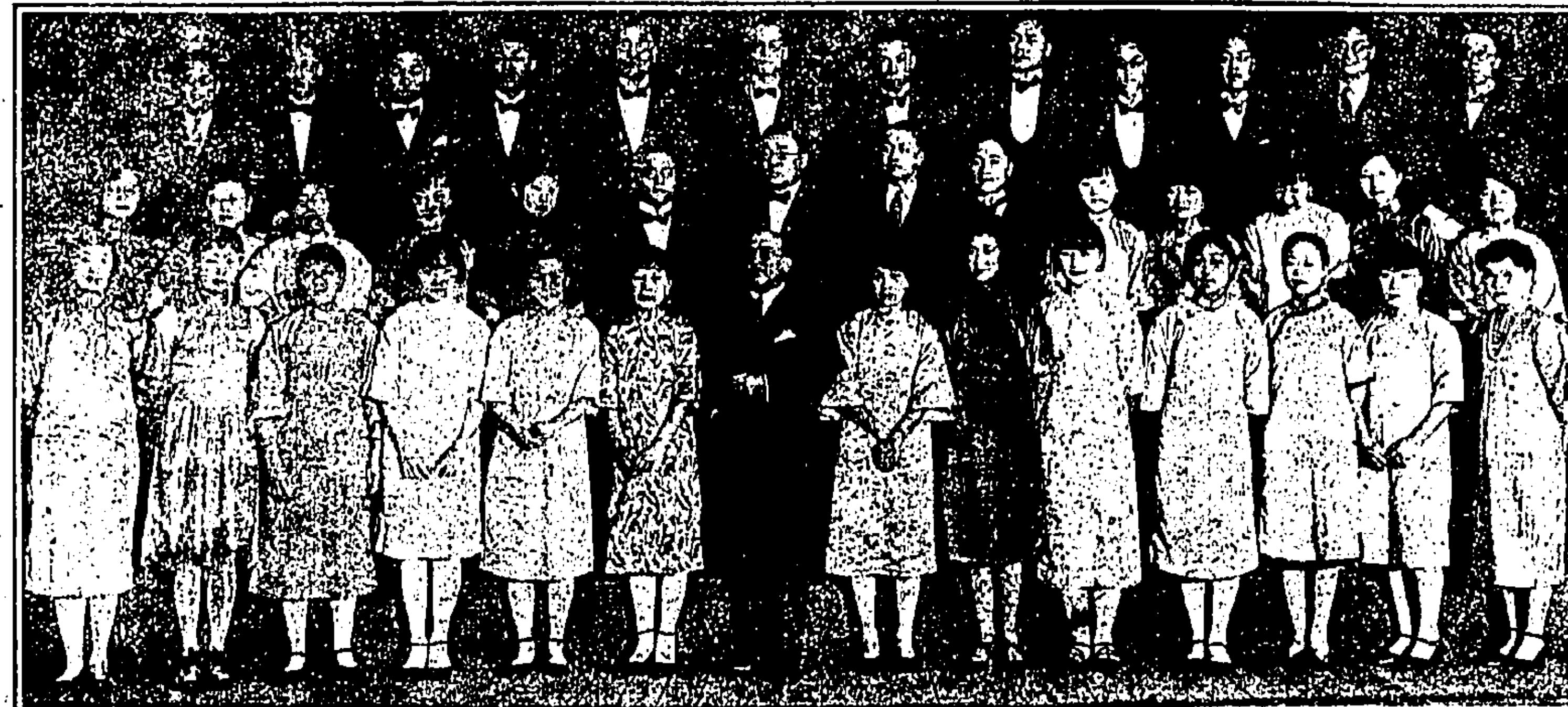
# WORLD NEWS IN PICTURES.

Chinese Bankers Entertained



A dinner was given by the Chinese-American Relations Committee of the Shanghai American Chamber of Commerce to Chinese bankers at the American Club. At the chairman's table, from left to right, are: Messrs. Li Ming, C. H. French, T. V. Soong (Minister of Finance), S. C. Kingsbury (chairman of the Committee), Chang Kin-ku, A. Bassett, Tsu-ee-Pei (Bank of China, late of Hong Kong). In foreground, left to right: Messrs. V. G. Lyman, Jian H. Chen, Kou Li-shen, Singloh Hsu, H. C. Beach, C. C. Woo, J. Wirt Smith, F. J. Raven, R. E. Lunkley and Carroll Lunt. In background, left to right: Messrs. W. H. Bolton, Percy Chu, Geo. Bronson Rea, Yuen-fong R. Sun, George E. Sokolsky, H. L. Huang, A. E. Schumacher, Roy E. De Lay and Kan Tong-po (Bank of East Asia).—(Ah Fong).

The Shanghai Songsters



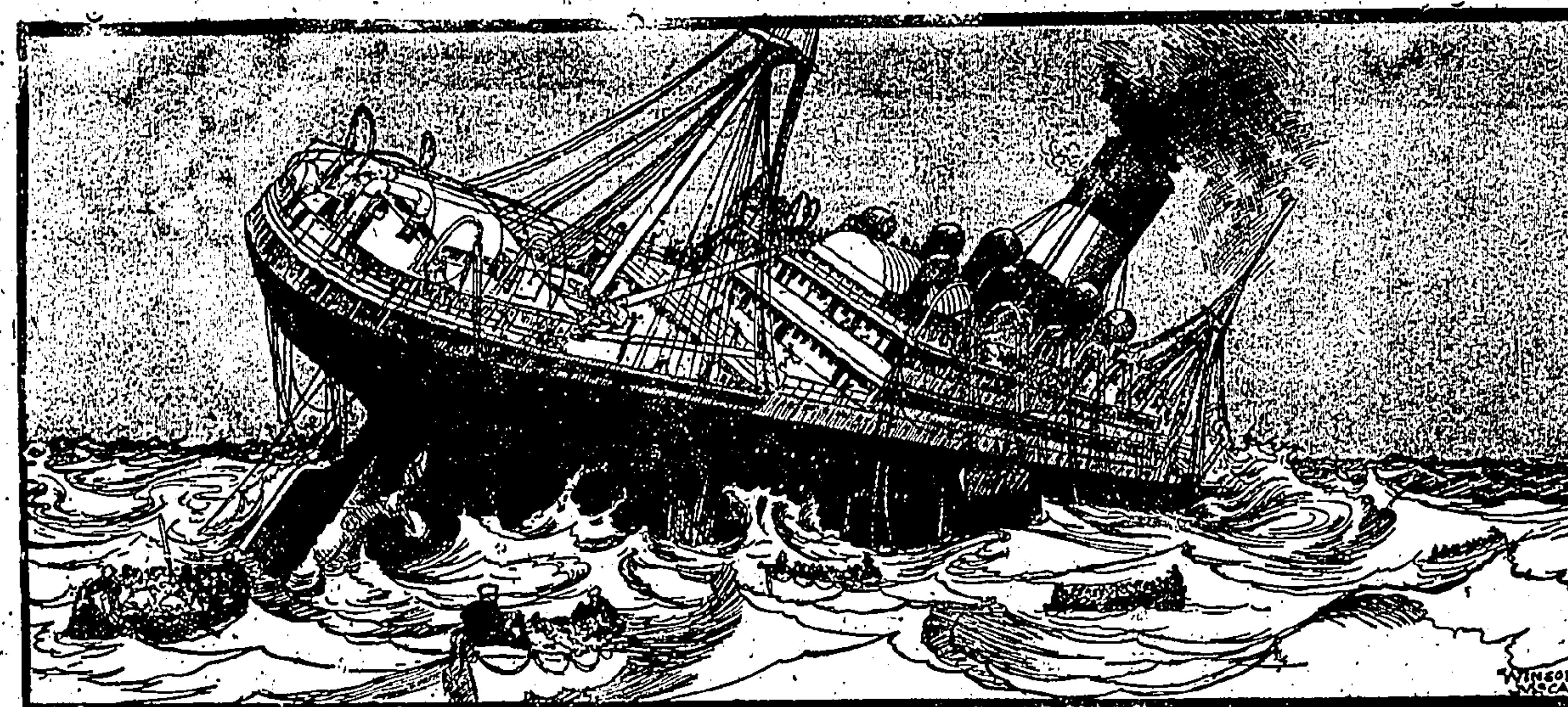
A Chinese body interpreting Western music, who celebrated their tenth anniversary by giving a concert at the Town Hall. Maestro M. Paci (centre), who is the director of this organisation, was the conductor.—(C. H. Wong Studio).

Noted Irish Tenor



John McCormack, the famous Irish tenor. He was host to Gene Tunney during the latter's visit to Ireland.

How the "Vestris" Went Down



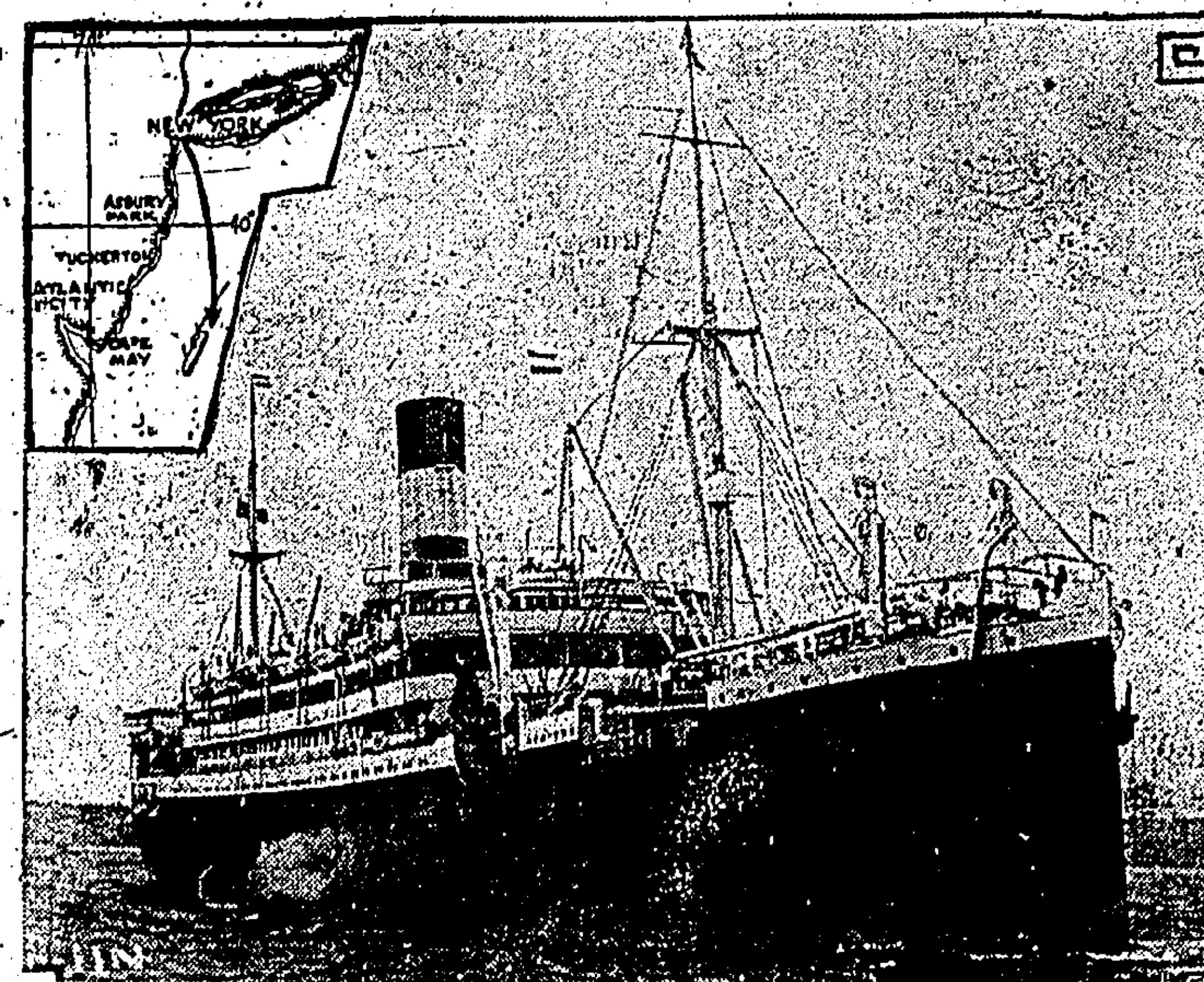
Here is a drawing by Winsor McCay, famous artist, depicting the British liner "Vestris" heeling over preparatory to her final dive to bottom of the sea off Cape May. Notice the lifeboats filled with men, women and children pulling hastily out of the suction area as the vessel rolls to her doom.

"Save" Big Game in Africa



Mrs. Carl Akeley (above), the widow of a noted scientist, who advocates conservation of Africa's wild life; and, right, an artist transferring an African sunset to canvas. Below, the Monarch of the Jungle, and three giraffes at a watering hole.

Last Picture of the "Vestris"



Here is how the Lampert and Holt liner "Vestris" appeared as she departed on a fatal trip to South America. The vessel was abandoned by all hands off Cape May after a hurried S. O. S. had been sent out asking nearby craft to rush to the aid of passengers in lifeboats. The map shows approximate spot where the "Vestris" dived to a watery grave.

## INFORMATION WANTED

FOR THE  
1929 ISSUE OF THE

## DOLLAR DIRECTORY

FOR  
SECTION II.

ASSOCIATIONS, CLUBS, CHURCHES,  
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HOSPITALS, SCHOOLS & COLLEGES.

SECTION III.

BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

PEAK RESIDENTS' LIST.

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# THE MOTORISTS' PAGE

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MOTOR CYCLES**  
WILL ARRIVE  
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**ABSOLUTELY THE VERY BEST  
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F. N.  
FAVOR**

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MONEF & GOYON  
MOTOR CYCLES**

**DO NOT FAIL TO INSPECT THE  
OUTSTANDING VALUES OFFERED  
AT**

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46, Nathan Road, Kowloon.

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
HANOMAG.—Wai On Tsueung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman & Co., 4a, Des Voeux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd. C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

### MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS-KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. C.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1007.

NEW HUISON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.228.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

### THE GOLDEN AGE

FRENCH ART DESIGN IN PARIS

FINISH IN LACQUER

Two outstanding exhibits which evoked many favourable comments by the Parisian Press at the 1928 International Automobile Salon were the Louis XIV Limousine mounted on the Studebaker President Eight chassis and a "modern art" Erskine Six Royal Sedan. The two cars were specially prepared for exhibit at the Salon.

The spirit of the golden age of France was chosen as the decorative motif for the magnificent limousine. The exterior colour scheme is blue, black and gold, with radiator, wheels, lamps and exterior hardware finished in gold lacquer. Bearskin Rug.

The symbolic double "L" Louis le Grand appears on two medallions or delicate needlepoint lace on the back of the wide lounge seat in the luxurious rear compartment. A bearskin rug covers the parquet floor.

Separating the rear compartment from the chauffeur's seat is a drop glass, below which is a cabinet of hand carved walnut containing three compartments. On the doors of the main compartment is the characteristic double "L," while the doors of the smaller compartments are embellished with a fleur de lis. There are elaborate vanity cases and specially designed dome and corner lamps. The ornate interior hardware, designed to harmonize with the period fittings, is finished in soft rose gold. Silk window shades are mounted on rollers concealed in the cornice.

Modern Art

In the Erskine Royal Sedan, Studebaker is the first to apply the modern art motif in a motor car. The beauty of the body lines is strikingly emphasized by the daring finish of French violet, silver and lustrous black lacquer. Bonnet, cow and body panels are in a light shade of violet. Visor, roof and rear quarter, are finished in silver, as are wire wheels. The most striking feature of the colour scheme is the handling of the body belt and running board apron, which are finished in two shades of violet, and carry an irregular modern art motif.

The interior is in keeping with the extreme modernity of the exterior. The wide lounge seats in both front and rear compartments are covered with brilliant tapestry of futuristic design, which is also used on the heavily upholstered arm rests flanking the rear seat. The rich effect of the patterned tapestry of the seats is carried further in the sheen of a silver wall.

"The great interest displayed in the two Studebaker models by crowds attending this year's Salon was reminiscent of the popularity of the famous Erskine Six gold chassis first shown at the Paris Salon in 1927.

### 53,000 MILES

TWO CARS' HARD DRIVEN RECORD

ONE NOW IN MUSEUM

With more than 53,000 hard driven miles on its speedometer, a famous car which made motoring history has at last come to rest in the museum of transportation maintained by The Studebaker Corporation in its administration building at South Bend, Indiana, U.S.A. The car is one of the two Studebaker Commander roadsters, each of which brought to a climax a series of American stock car racing victories by travelling 25,000 miles at a sustained average speed of 65.31 miles per hour. With this achievement, these cars shattered all previous American speed and endurance records, for stock cars, and established new distance records which stood until broken less than four months ago by the Studebaker President Eight run of 30,000 miles in 26,326 minutes.

The trial, open only to touring cars, was run over a most difficult course to about 280 miles.

Twenty-seven cars representing the following makes started: Oakland, Buick, Overland, Ford, Erskine, Essex, Ansaldo, Oldsmobile, Chandler, Ruby, Peerless, Paige and Fiat.

A model 520 Fiat tourer driven by Major Urquhart arrived first without a single punctilation mark, winning the first prize of 25,000 £. A Buick and an Oakland were classified second and third respectively.

According to the Automobile Club of Southern California, one automobile in every sixteen is involved in an accident annually, resulting in the death or injury of some person.

### BRITISH CRITIC

PRAISES AMERICAN MANUFACTURERS

GOOD AUTOMOBILES

The ability of American motor car manufacturers to build automobiles which give the utmost in performance and comfort is stressed in an interesting article by Capt. E. De Normanville, a leading British motor critic in a recent issue of the Auto Motor Journal of London.

He pays high tribute to Studebaker's new Director Sedan as an example of the success of an American builder in creating an inexpensive car with high standards of performance, style, and comfort.

"This car has a number of ingenious details in its equipment, and also some exclusive features, but to my mind its pre-eminent charm is the possession of a good sized engine which is capable of giving you remarkable car performance.

"To give you an impression of what it can achieve we will take the case of Brockley Hill, that well known gradient which is so deceptive in the way it reduces car speed when approaching the top. The sensation of floating over it with the speedometer a little beyond the 40 m.p.h. mark at the top was very pleasurable.

The Director

"The quite exceptional acceleration and climbing capabilities of the Director are not obtained by any undue rear axle reduction, but solely by that good sized engine of high efficiency and a car so built as to eliminate all unnecessary weight, in other words, by perfectly correct methods.

"Naturally there are four-wheel brakes, but they are of special type, embodying amplified action of the brake-shoes. The braking system is very good, as it is not only highly efficient in result, but suave and progressive in achieving that result."

The British expert was greatly impressed with The Director's outstanding riding qualities. "I tried her with only myself aboard, and also with a full load, and in both cases the riding was very smooth. Another point which is rather exceptional is that one noticed this good quality whether on good roads, moderately good roads, or inferior roads.

"The car has an exclusive feature, in being equipped with ball bearing spring shackles, the primary object of which, as I understand it, is to eliminate squeaks and rattle and the need for occasional adjustment, while also practically eliminating the trouble of lubrication, as once in 20,000 miles would probably be enough for such bearings."

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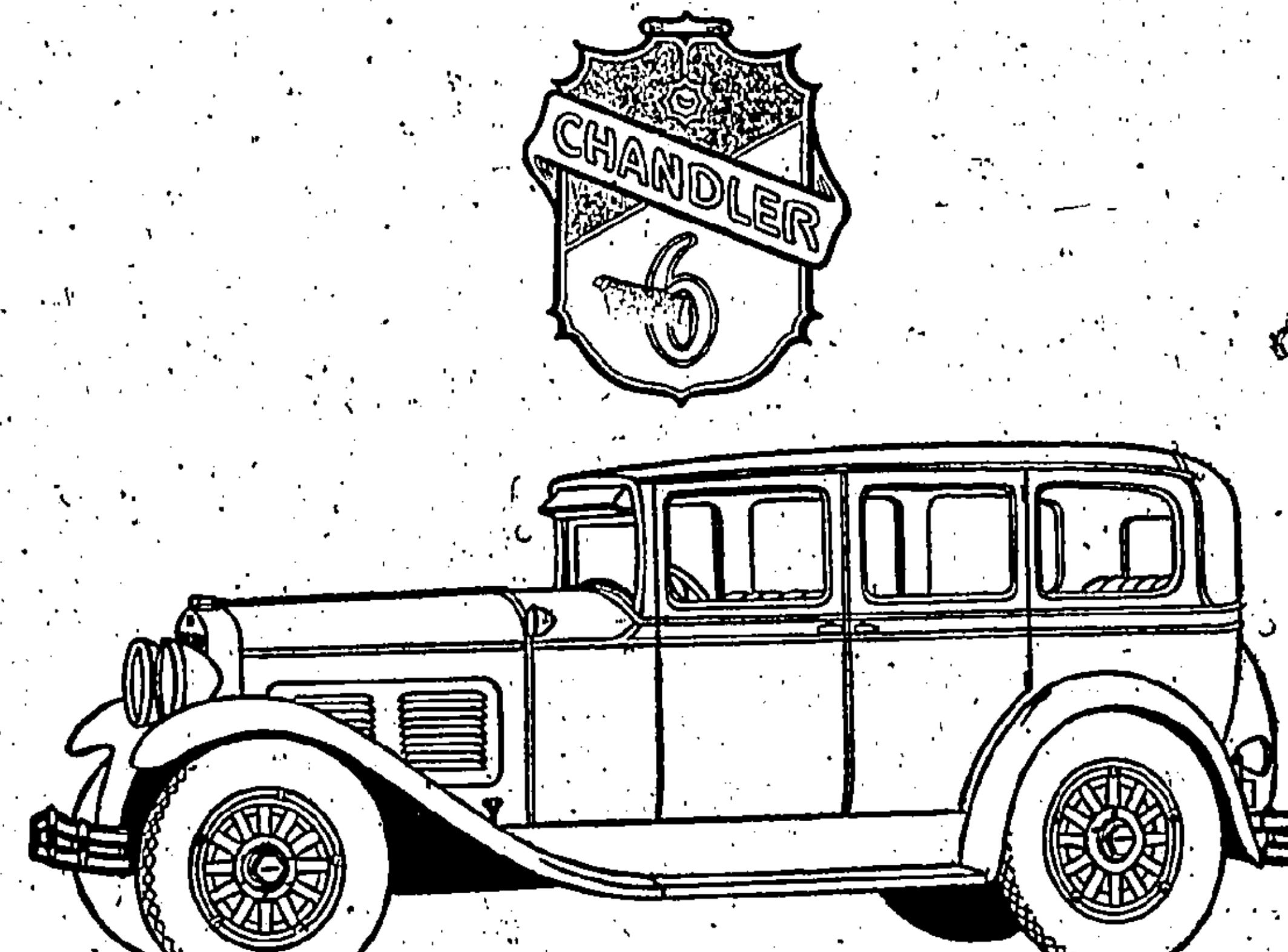
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### THE DAWN OF SOMETHING FINER AMONG SIX CYLINDER MOTOR CARS



To-day CHANDLER presents a new line of SIXES—cars that millions have hoped to find and hope to own.

Something infinitely smarter than the subject of yesterday. Something that offers the luxury that millions have often wished they could afford.

Something that brings to the millions an utterly new understanding of what is power, and what is smoothness and easy handling.

Something that has the distinction, the action, the comfort, the inbuilt quality, and the actual feel of an expensive car.

But something priced for the millions, not for a few brilliant new Sixes that boldly challenge any and all comparisons, in any and all directions.

See these new CHANDLERS. Drive one—that's the only way you'll ever really know how much CHANDLER'S new cars exceed and excel your fondest expectations.

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### BRIGHT PROSPECTS

#### BUSINESS CONDITIONS IN EUROPE

#### THE AMERICAN CAR

"General business conditions in Europe appear exceedingly bright," commented Paul G. Hoffman, Vice President of The Studebaker Corporation of America, on his return to South Bend, Ind., from the Continent in October. "There is practically no unemployment on the continent, and the wage of the workingman shows a decided improvement over previous years."

Mr. Hoffman, accompanied by Howard S. Welch, Manager of Export Sales for The Studebaker Corporation of America, sailed for Paris, September 28 to attend the International Automobile Salon, which was held October 4-14. Later they were present at the opening of the British automobile show at the Olympia, London.

Referring to the Paris Salon, Mr. Hoffman said, "The Studebaker-Erskine exhibit was the cause of considerable comment among the French. It attracted crowds which were equalled only by the displays of Citroen and Renault cars of French manufacture."

"The Greatest" European sales of Studebaker and Erskine cars will be the greatest this year in history, showing an increase of almost two to one over last year. There is every possibility that 1929 will show a most healthy gain, in view of the fact Europe as a whole may be expected to continue its steady recovery.

"It is interesting to note that the American car is securing a goodly share of the European automobile business. This is principally because American cars are, as a whole, better built and engineered.

European manufacturers are limited to a comparatively small market and their volume doesn't allow heavy expenditures for engineering testing, or the precision methods of manufacture used by many American makers," concluded Mr. Hoffman.

## WESTINGHOUSE BATTERIES.

### BIG SHIPMENT ARRIVED.

Price from

\$22.50 upwards.

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37, Connaught Road Central.

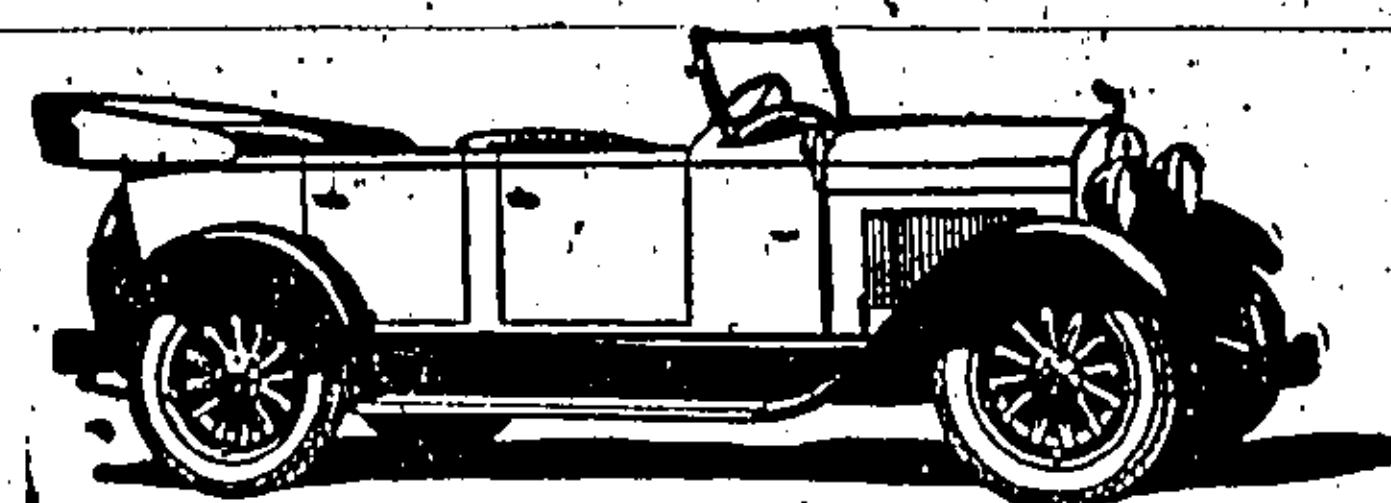
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### BRITAIN'S SHARE

#### OF NEW ZEALAND MOTOR TRADE

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## ESSEX TOURING



\$2,250

1929 Model

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Tel. C. 575.200,000 PONTIACS  
AND ALL IN DAILY  
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AMAZING RECORDS

Truly amazing records for long life and dependability have been established by the more than 200,000 Pontiacs now in daily use.

In the entire field of low priced sixes, no other car offers such lasting value as is found in the New Series Pontiac.

Advanced engineering quality materials, precision manufacture, and rigorous testing at General Motors Ground, are responsible for Pontiac's unmatched reputation for long life.

While the New Series Pontiac embodies many noteworthy advancements, it is still basically the same tried and proved car as the earlier models. Added to the fundamental long-life features found in every Pontiac from the first are such noteworthy improvements as the famous G-M-R cylinder head, the cross-flow radiator with its thermostatic temperature control, AC mechanical fuel pump, efficient four-wheel brakes of positive mechanical type, semi-coincidental look-and-lift, and last, but not least, new bodies by Fisher.

Every one of these big features represents an important advancement. Combined they place Pontiac far ahead of anything else in its field. Every one of these advancements is a distinct contribution towards long life, smooth performance, and lasting value.

## HILL CLIMBS

## BRITAIN'S HIGHEST PEAK CONQUERED

When, in 1911, a well-known 20 h.p. car reached the summit of Ben Nevis, says "Irish Motoring" (Belfast), the feat was thought to be very remarkable, inasmuch as it had previously been considered impossible. Later, another model of the same make of car made the ascent in seven and three-quarter hours, descending on the following day. But, in one day (October 6 last) an Austin "Seven" accomplished both ascent and descent taking only 7 hours 23 minutes and 1 hour 55 minutes respectively.

As is well known, Ben Nevis is the highest peak in the British Isles—4,006 feet above sea level—and the performance put up by this smallest of British cars (driven by an amateur and carrying a passenger) is a very complete reply to those who think a 7-h.p. car is not powerful enough for ordinary and extraordinary requirements. In this conquest of Ben Nevis the famous little Austin "Seven" has added yet another wonderful record to its long list of achievements.

## A.J.S. MODELS

NEW RANGE FOR 1929  
INTERESTING

## SADDLE TANKS

Perhaps the most striking feature of the new season's A.J.S. machines is the complete change which they have undergone so far as external appearance is concerned. The most noticeable alteration is the adoption of the now popular saddle type tank, which incidentally was first used by the A.J.S. some years ago, but was discontinued in favour of the then more orthodox fitting between the top and bottom rails. However, in order to fall into line with modern tendencies they have reverted to this type of tank for 1929.

## Outstanding Feature

Another outstanding feature for next season is the employment of the dry sump lubrication system which is being adopted on all models. The mechanical pump used in this system is of the duplex or double acting type, one pump forcing oil directly to the main bearings, big end and timing gear, whilst the second pump returns oil to the tank on the seat tube. In addition there is a supply direct to the cylinder, foot controlled by a needle valve, which allows a quantity of oil to be fed direct to this portion of the engine. For ordinary road speeds, in fact anything up to 60 m.p.h., this supply need not be used, but if the rider intends entering speed events or fast hill climbs the needle valve should be unscrewed, and so allow oil to circulate to this part. In the dry sump principle, the surplus oil from the engine drain by gravity and by action of the flywheels in the crankcase sump, from whence, as previously mentioned, it is returned by means of the second pump to the main oil tank. In conjunction with the saddle tanks entirely new frames are, of course, being used, these being of the straight tube variety.

Improved front forks are also a feature of the new models, these being of triangulated girder pattern of round section tubing with central compression spring; all links are adjustable, and A.J.S. shock absorbers are fitted to all except the cheapest models, likewise steering dampers incorporated in the head.

Adjustable handle-bars, which again, by the way, are not fitted on the cheaper models, allow of alteration both in respect of angle and position. Minor improvements include the fitting of the footstarter segment between the clutch and the gearbox, instead of outside the clutch, as previously.

This fitting allows a much nearer chaincase design at this juncture and moreover greatly facilitates easy removal of the clutch plates which can now be drawn off the shaft without dismantling the starter mechanism. The footstarter return spring is now mounted on the spindle at the crank end.

## New Speedometer

An innovation is the fitting of a speedometer in the tank, the instrument being driven by flexible cable from the layshaft of the gearbox. This fitting is standard on all models of 1929, except on M5 and M12, namely:—The 3.49 h.p. Standard Sporting Model and the 2.48 h.p. Lightweight Machine.

All O.H.V. models are now fitted with enclosed rocker gear and pushrods, the former being housed in a single aluminium casting, and provision is made for a supply of grease by means of a grease gun nipple. A quick detachable plate held by four set screws allows easy inspection, if necessary, of the rocker box, whilst the whole can be withdrawn by unscrewing the four holding down bolts. Pushrod tubes are telescope, and are held in position by lock rings top and bottom.

Both the 3.49 h.p. and 4.98 h.p. O.H.V. Models will be available for next season with single or two port exhausts, the latter being at a slight extra cost.

With the exception of the Twin Cylinder Model no change in horsepower of any of the Models has been made. The Twin, however, has been increased from 7.99 h.p. to 9.96 h.p. and either solo or with a sidecar is a most fascinating machine. The engine has tremendous power and acceleration, and its flexibility can only be appreciated from actual experience on the road.

## Range of Machines

Apart from the foregoing the machines are on the usual A.J.S. lines, such as all chain transmission, hand controlled clutch, three speed countershaft gear, internal expanding front and rear brakes, quick gear.

(Continued at foot of next Column.)

## FOR

## GIFTS

"worth having"

## COME TO

LANE, CRAWFORD'S

## IN COMPETITION

## AMERICA AND BRITISH

## MOTOR CYCLES

## EXPORT TRADE

Motor-cycle riders overseas are still—and—in increasing numbers, showing their desire for British machines as is shown by the rising exports. For the 12 months ended December, 1928, this figure was 46,211 rising to 53,000 for the year ended December, 1927. During the first six months of this year 39,737 were exported, compared with 32,144 for a similar period in 1927.

It is interesting to observe there is an increase in British exports to Canada and the U.S.A., as follows:

6 months ended June 30.  
1927 1928

Canada ..... 30 91

U.S.A. ..... 12 31

Here it might be mentioned that keen enthusiasm for British motor cycle design, in the U.S.A. has been created in recent months. Several of the important U.S. motor cycle events in 1928 were won on British machines.

During last spring Major H. R. Watling, Director of the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., spent a few weeks in the U.S.A. studying the manufacturing and marketing conditions. He included in his tour visits to the Indian and Harley-Davidson factories where matters of mutual interest to British and American motor cycle manufacturers were discussed, and it was generally agreed that in the overseas markets of the world there was much room for co-operation.

The value of British motor cycles as effecting favourable publicity to the motor cycling movement in the U.S.A. is thoroughly appreciated by motor cycle manufacturers who welcome the introduction of British models which, in many respects are so different from those to which the American public has become accustomed.

Enthusiasm amongst motor cyclists and the pride of possession of their respective mounts is one of the ways in which the motor cycling movement has advanced to the considerable extent it has done in Europe and the introduction of British motor cycles with their well known quality and their magnificent performances in racing in recent years will undoubtedly, not only be a direct benefit to British trade, but will indirectly assist the American motor cycling movement and American manufacturers generally.

Major Watling had an opportunity of meeting a number of American motor cyclists who had purchased British machines, and was deeply gratified at the enthusiasm they displayed. Very little criticism of design was made, and this only in a number of small details which can be altered to suit American taste, whilst nothing but the greatest admiration and praise was bestowed on the performances of the machines.

A number of British motor cycles are now in course of firm establishment in this market, including Ariel, B.S.A., A.J.S., Douglas, Velocette, Norton and New Imperial, and arrangements to this end are being made by Messrs. Jones' B. Ogleand, Inc., whilst one of the most prominent of American motor cyclists, Mr. Reggie Pink, is handling distribution in New York district.

Already successes have been obtained in the U.S.A. by British machines in competition with American machines, particularly in the Croton T.T. Races where the following successes were achieved on British machines:

350 c.c. side valve class (amateur), Dunelt 2nd.

350 c.c. o.h.v. class (amateur), A.J.S. 1st, B.S.A. 2nd.

350 c.c. open experts class (amateur and professional), B.S.A. 1st, A.J.S. 2nd.

250 c.c. open expert, Ariel 2nd.

tachable rear wheels, etc. Carburetor silencers are standard on all models than the twin-cylinder machine. The full list of models are listed for 1929 as follows:

Model M4—3.49 h.p. De Luxe Twin Cylinder Machine.

Model M2—9.96 h.p. Standard Twin Cylinder Machine.

Model M3—3.49 h.p. De Luxe Side Valve Touring Machine.

Model M4—3.49 h.p. De Luxe Side Valve Sporting Machine.

Model M5—3.49 h.p. Standard Side Valve Sporting Machine.

Model M6—3.49 h.p. Overhead Valve Machine (with single or two port exhaust).

Model M7—3.49 h.p. Overhead Camshaft Machine.

Model M8—4.98 h.p. Overhead Valve Machine (with single or two port exhaust).

Model M9—4.98 h.p. De Luxe Side Valve Touring Machine.

Model M10—4.98 h.p. Overhead Camshaft Machine.

Model M12—2.48 h.p. Lightweight Machine.

## COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

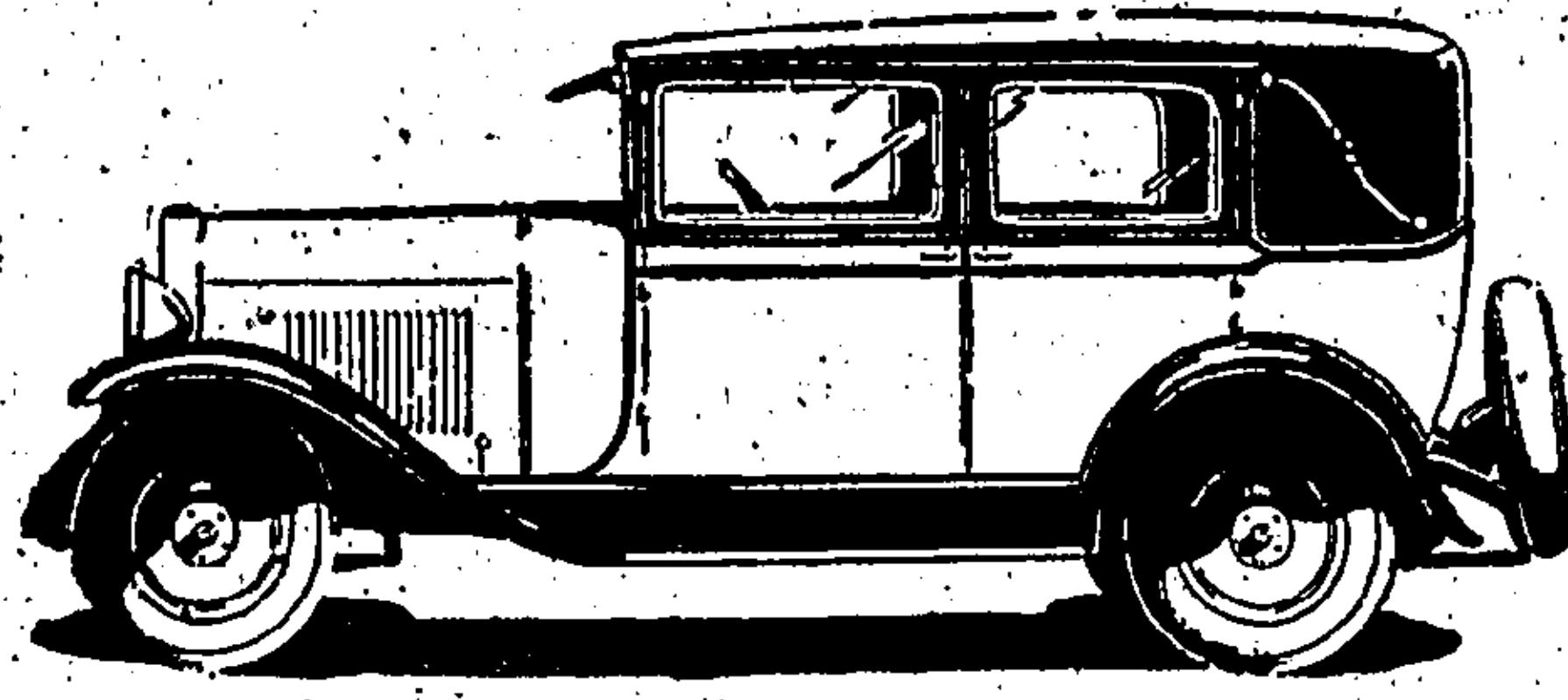
Here you have comfort and riding qualities built right into the car. They will not vary as you dash, care-free, past thousands and thousands of milestones!

Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

## THE DRAGON MOTOR CAR CO., LTD.

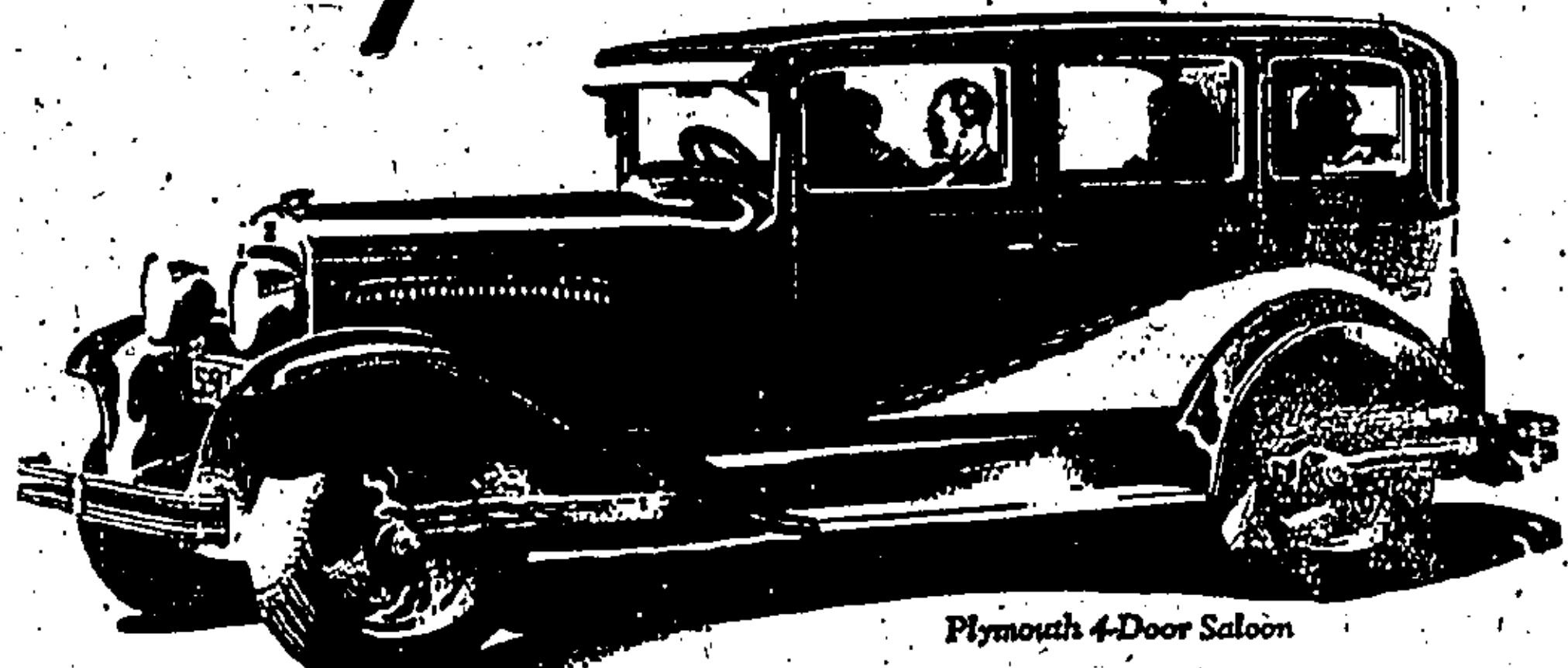
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YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

## Plymouth



Plymouth 4-Door Saloon

"Can Enough Be Built to Meet the Demand?" That's What They All Ask as Soon as They See and Ride in This Remarkable Car

The low-priced car market is undergoing a terrific upheaval. On all sides you hear enthusiastic approval of the new triumph of Chrysler engineering—

The New Plymouth.

The hundreds of thou-

sands who have already inspected the Plymouth details and have experienced its smooth and economical performance, its luxurious comfort, have enthusiastically acclaimed it as setting up an entirely new high measure of low-priced quality and value.

And naturally, they have

Price \$2,500

Completely equipped, with leather upholstery.

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SHOW ROOM:  
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SERVICE STATION:  
Percival St., Wan Chai.  
Tel. C. 4316.

# STUDEBAKER

PLEASURE CARS

HONG KONG DELIVERED PRICES.

## ERSKINE SIX.

R.A.C. Horse-Power Rating 18.15.  
Brake Horse-Power 43 at 3,000 Revolutions.  
Piston Displacement 160.37 Cubic Inch. Wheel-Base 100 Inches.

Speed 62 M.P.H.

Model		Packing		Hong Kong	
	Nett	Factory Extras	Shipping	Delivery	Price
Tourer . . . . . 5-pass.	2,425 lbs.	G\$185	G\$75	G\$250	G\$1,160
Cabriolet . . . . . 2-pass.	2,420 lbs.	875	75	310	1,260
Roadster . . . . . 3-pass.	2,405 lbs.	905	50	260	1,256
Club Sedan . . . . . 5-pass.	2,525 lbs.	880	100	310	1,270
Sedan Regular 5-pass.	2,000 lbs.	945	100	310	1,355
Cabriolet Royal 4-pass.	2,500 lbs.	905	70	310	1,375
Sedan Royal . . . . . 5-pass.	2,700 lbs.	1,045	95	310	1,450

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. ROYAL MODELS have 6 Wire Wheels.

## DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.  
Brake Horse-Power 70 at 2,800 Revolutions.  
Piston Displacement 241. Cubic Inch. Wheel-Base 113 Inches.

Speed 65 M.P.H.

Duplex Tourer 5-pass.	3,115 lbs.	G\$1,195	G\$ 95	G\$220	G\$1,510
Tourer . . . . . 5-pass.	3,055 lbs.	1,265	95	320	1,380
Club Sedan . . . . . 5-pass.	3,180 lbs.	1,185	135	390	1,710
Tourer . . . . . 7-pass.	3,080 lbs.	1,325	95	320	1,740
Coupe . . . . . 2-pass.	3,115 lbs.	1,265	95	390	1,750
Sedan Regular 5-pass.	3,270 lbs.	1,265	135	390	1,790
Berline . . . . . 5-pass.	3,320 lbs.	1,335	135	390	1,860
Victoria Royal 5-pass.	3,180 lbs.	1,345	170	390	1,905
Cabriolet Royal 4-pass.	3,155 lbs.	1,395	170	390	1,955
Sedan Royal . . . . . 5-pass.	3,405 lbs.	1,395	170	390	1,955
Berline Royal . . . . . 5-pass.	3,455 lbs.	1,465	170	390	2,025

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. ROYAL MODELS have 6 Wire Wheels and Tourist Trunk.

## COMMANDER SIX.

R.A.C. Horse-Power Rating 30.04.  
Brake Horse-Power 85 at 2,800 Revolutions.  
Piston Displacement 353.8 Cubic Inch. Wheel-Base 121 Inches.

Speed 72 M.P.H.

Sedan . . . . . 5-pass.	3,655 lbs.	G\$1,495	G\$140	G\$425	G\$2,060
Berline . . . . . 5-pass.	3,705 lbs.	1,675	140	425	2,140
Victoria Royal 5-pass.	3,580 lbs.	1,625	140	425	2,190
Sedan Regal . . . . . 5-pass.	3,805 lbs.	1,665	180	425	2,270
Berline Regal . . . . . 5-pass.	3,855 lbs.	1,745	180	425	2,360

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. REGAL MODEL SEDAN and BERLINE have 6 Wire Wheels and Tourist Trunk.

## PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.  
Brake Horse-Power 100 at 3,000 Revolutions.  
Piston Displacement 513.8 Cubic Inch. Wheel-Base 131 Inches.

Speed 80 M.P.H.

Roadster . . . . . 4-pass.	3,650 lbs.	G\$1,850	G\$ 60	G\$350	G\$2,260
Sedan . . . . . 5-pass.	3,750 lbs.	1,085	150	430	2,255
Berline . . . . . 5-pass.	3,810 lbs.	1,785	150	430	2,385
Cabriolet State 4-pass.	3,715 lbs.	1,650	180	430	2,470
Victoria State . . . . . 5-pass.	3,820 lbs.	1,650	190	430	2,470
Sedan State . . . . . 5-pass.	3,900 lbs.	1,650	190	430	2,470
Berline State . . . . . 5-pass.	3,950 lbs.	1,650	190	430	2,570

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers. STATE MODELS have 6 Wire Wheels, Luggage Grid, and Tourist Trunk.

## PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.  
Brake Horse-Power 100 at 3,000 Revolutions.  
Piston Displacement 513.8 Cubic Inch. Wheel-Base 131 Inches.

Speed 80 M.P.H.

Tourer . . . . . 7-pass.	3,905 lbs.	G\$2,285	G\$160	G\$370	G\$2,760
Sedan . . . . . 7-pass.	4,105 lbs.	2,085	150	490	2,725
Cabriolet State 4-pass.	4,015 lbs.	2,250	130	490	2,870
Sedan State . . . . . 5-pass.	4,235 lbs.	2,250	130	490	2,870
Tourer State . . . . . 7-pass.	4,110 lbs.	2,485	80	370	2,935
Sedan State . . . . . 7-pass.	4,295 lbs.	2,360	130	490	2,970
Berline State . . . . . 5-pass.	4,285 lbs.	2,350	130	490	2,970
Berline State . . . . . 7-pass.	4,340 lbs.	2,460	130	490	3,070
Limousine . . . . . 7-pass.	4,340 lbs.	2,450	130	490	3,070
Berline . . . . . 7-pass.	4,155 lbs.	2,185	150	490	2,825

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers. STATE MODELS have 6 Wire Wheels, Luggage Grid, and Tourist Trunk.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE  
26 Queen's Road Central Tel. Central 4759.

## CARS LIVE LONGER

Washington.—If your automobile has gone to the scrap heap before it has reached its eighth year, you haven't got the best out of it. The reason is that the average life of the modern motor car is eight and a quarter years, according to day.

## AFTER OLYMPIA

## STRIKING DEVELOPMENTS NOTICED

## VALUE AND EFFICIENCY

The curtain has been rung down again on the annual Motor Exhibition at Olympia. Being as well known, international in character, Olympia provides the most unique opportunity for interested visitors to compare the products of British Car manufacturers with those of the manufacturers in the other important car-producing countries of the world.

Indirectly, also, the London Motor Show provides such manufacturers—foreign as well as British—with a tremendously valuable medium for extensively advertising their enterprise and accomplishments, for in addition to the magnetic attraction of Olympia the reports as to what is to be found exhibited are carried throughout the world.

**Foreign Cars Compared**  
By its means the public are able to compare car with car, and improvement with improvement.

The latest productions of British manufacturers are displayed side by side with those of their foreign competitors. In addition, too, the potential user is able to consider his own particular transport difficulties in the light of the types and models displayed; and is able to formulate an idea as to which particular make is most calculated to give him the satisfaction he desires.

The Exhibition, in addition, has afforded a striking example of the modern trend of automobile construction and a valuable object lesson of the degree of efficiency and perfection reached by designers and constructors. Possibly no former occasion has so much interest been centred on British made cars, and the result has been that a keener insight has been obtained of the great advance made by Home manufacturers in their efforts to place British motor vehicles in the forefront of the world's motor markets. There has been, particularly of late, growing appreciation of the difficulties which the British Industry has had to face in its fight for a share of those markets and the progress made and the ability of British manufacturers to offer an equally attractive range of vehicles as their competitors has been clearly instanced at the recent Motor Show.

**Design and Appearance**  
A tour of the Stand left one with the clear conviction that in regard to design, appearance, efficiency and range of models the British car manufacturer is leaving no stone unturned in his determination to meet satisfactorily the efforts of his rivals, and if in no other respect, Olympia has, in 1928, given abundant proof of the appreciation of Home manufacturers of the requirements of Overseas markets and has shown the result of their efforts to give practical effect thereto.

As a result, striking developments have been noticeable in the range of British medium-powered cars. The six-and eight-cylinder cars exhibited should provide a ready answer to the needs of Overseas buyers in this respect, while on the important question of price the portents are that the time is assuredly not far distant, if indeed it has not already arrived, when the ability of the British manufacturer to offer equal, if not surpassing, value in the matter of general efficiency, and appearance, will be further strengthened by the elimination of any drawback he may in the past have suffered in the ability of his competitors to undersell him.

**Light Cars Improved**  
The field of the small utility car from 7 to 10 h.p. is one of British inception, and the developments which have taken place in this branch clearly uphold the claim made on its behalf as capable of providing efficient means of transportation at a minimum cost of operation.

Many innovations for making motoring still further free from trouble are heard of from time to time, but the correctness of the claims put forward in their support is not always fully established. The Motor Exhibition, however, provides the ready means of safeguarding purchasers from unsound innovations, while indicating how manufacturers are continuously seeking to eliminate any cause of dissatisfaction that may have existed in the past in connection with the vehicles for which they are responsible.

In this connection it is interesting to refer to the improvements apparent among British manufacturers at the recent Exhibition in the matter of flexible top-gear, performance, wider-chassis allowing of more roomy bodies to be fitted, the evolution of the "sunshine" saloon—a closed car, the roof of which slides back for fine weather—and important improvements in connection with the gear box. One instance of again giving conclusive proof that it still possesses that initiative and foresight which has in the past and another the introduction by secured for British products generally world-wide renown and adoption.

## VICTORY SIX

## CROSSES U.S. IN 76 HOURS

## BEATS THE TRAINS

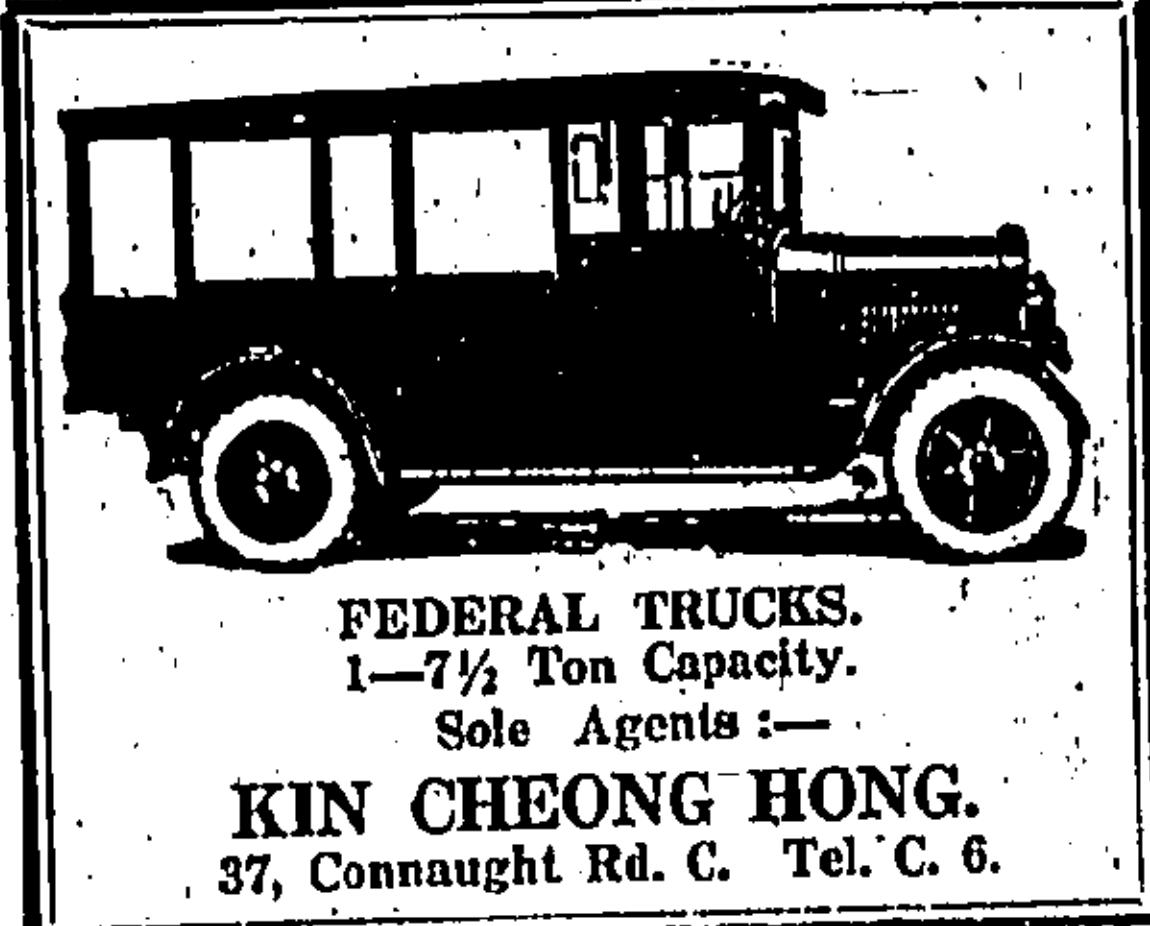
It took Hard M. Fenwick, of Philadelphia, just 76 hours and 15 minutes to drive his own Victory Six Sedan from Los Angeles to New York, beating the time of the fastest trains by more than seven hours and cutting by considerable margin the best professional time for the run.

Mr. Fenwick's performance definitely puts the idea of racing across the country in specially equipped cars with the help of police escorts and other facilities in the museum of things vast. For Mr. Fenwick's Victory, with 12,487 miles on its speedometer when it began the run, was declared ready to go as it stood, and took the long road to New York without any advance efforts having been made to smooth the way.

## Remarkable Record

The record appears more remarkable in view of the fact that coming through Arizona the Victory lost three hours when it was forced from the road in a collision with another car, and that it continued the run without replacement of parts after sustaining damages which would have crippled a less sturdy car.

That the double-box, all-steel construction of the Victory body saved their lives in the Arizona collision, Mr. Fenwick and his companion, G. W. Brink, are agreed. The body was caved in, but neither of the men was hurt. Other damages sustained included a broken windshield, a bent front axle and steering gear, a demolished wheel, and jammed front brakes. Pulled onto the highway by a passing car, the Victory went on to Kingman, Arizona, under its own power. Here repairs were made with a sledge hammer serving as the principal tool.



# China Mail

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HONG KONG, THURSDAY, DECEMBER, 13, 1928.

ROYAL ENFIELD  
NEW HUDSON  
MOTOR CYCLES.

Sole Agents:—  
A. LUNG & CO.  
19, Queen's Road C. Telephone C. 1219.



## LONDON SERVICE.

"HECTOR" 14th Dec., Marseilles, London, Rotterdam & Glasgow.  
"PERSIUS" 28th Jan., Marseilles, London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE.

"GLAUCUS" 20th Dec., Genoa, Havre, Liverpool & Glasgow.  
"TITANUS" 20th Jan., Genoa, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE.

"KOBÉ & YOKOHAMA" 3rd Jan., Victoria, Vancouver & Seattle.  
"PROTEUS" 3rd Jan., Genoa, Havre, Liverpool & Glasgow.

## NEW YORK SERVICE.

"EUMAEUS" 11th Jan., New York, Boston & Baltimore.

## INDIA SERVICE.

"AENEAS" Due 16th Dec., For Shanghai, Tsingtao & Dalian.  
"ATREUS" Due 25th Dec., For Shanghai, Kobe & Yokohama.

## PASSENGER SERVICE.

"HECTOR" 24th Dec., Singapore, Marseilles & London.  
"AENEAS" 22nd Jan., Singapore, Marseilles & London.

\*Sails at daylight  
Also cargo steamers with limited passenger accommodation at specially reduced fares.

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## POST OFFICE NOTICE.

It is notified for general information that dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

### INWARD MAIIS.

From	To	Per	Date	Per
THURSDAY, DECEMBER 13.				
Shanghai and Amoy	Kancho			
FRIDAY, DECEMBER 14.				
Japan and Shanghai	Kamo Maru			
Shanghai	Kashmir			
SATURDAY, DECEMBER 15.				
Europe via Negapatam (Letters and papers, London 15th Nov. and parcels, 8th Nov.) Aeneas				
Shanghai and Swatow	Chenan			
U.S.A., Honolulu, Japan, Shanghai & Europe via Siberia (London, 23rd & 24th Nov.) President Monroe				
MONDAY, DECEMBER 17.				
U.S.A., Honolulu, Japan and Shanghai	President Pierce			
Manila	President Madison			
Straits	Tresillian			

### OUTWARD MAIIS.

For	To	Per	Date	Per
THURSDAY, DECEMBER 13.				
Sam Shui and Wuchow	Tai Ming	4.30 p.m.		
Fort Bayard	Sun Kong	5 p.m.		
Amoy	Namsang	5 p.m.		
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 25th Dec. Parcels (Dec. 13) 5 p.m. Registration (Dec. 14) 9.45 a.m. Letters (Dec. 14) 10.30 a.m.	Changte	8.30 a.m.		
FRIDAY, DECEMBER 14.	Deli Maru	8.30 a.m.		
Formosa via Swatow & Amoy				
Shanghai	Garmathenshire	10 a.m.		
Haiphong	Tonkin	1.30 p.m.		
Shanghai and Europe via Siberia	Chekiang	3.30 p.m.		
Swatow, Amoy and Foochow	Hai Ching	1 p.m.		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 18th Jan. 1929. K.P.O. Registration (Dec. 14) 4.30 p.m. Letters (Dec. 15) 9 a.m. G.P.O. Registration (Dec. 15) 8.45 a.m. Letters (Dec. 15) 9.30 a.m.	Kamo Maru			
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & Europe via Marseilles—due Marseilles, Jan. 12, 1929. K.P.O. Parcels (Dec. 14) 4.30 p.m. Registration (Dec. 15) 9 a.m. Letters (Dec. 15) 10 a.m. G.P.O. Parcels (Dec. 14) 5 p.m. Registration (Dec. 15) 9.45 a.m. Letters (Dec. 15) 10.30 a.m.	Kashmir			
SATURDAY, DECEMBER 15.	Kwangchow	8.30 a.m.		
Hoikow, Pakhoi and Haiphong	Klungchow	8.30 p.m.		
Amoy	President Monroe	5 p.m.		
Manila	Kancho	6 p.m.		
Shanghai and Dalny				
SUNDAY, DECEMBER 16.	Kiangsu	9 a.m.		
Bangkok via Swatow				

\*Correspondence bearing vessel's name only.

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## REPLY TO GERMAN NOTE NOW PREPARED

## THE BRITISH REPLY TO THE FRENCH GOVERNMENT

### IN AGREEMENT

London, Yesterday. After an exchange of views between the interested Governments, a draft reply to the German note of October 30, on the subject of the setting up of a committee to study reparations, has been prepared.

The British Government have informed the French Government that they agree with the terms of this reply on the assumption that it is approved by the other Governments which at Geneva decided to set up a committee.—British Wireless Service.

### PRESIDENT-ELECT

### THE PLOT AGAINST MR. HOOVER

### "TO BOMB HIS TRAIN"

Buenos Aires, Yesterday. The authorities have unearthed what is believed to be a plot against the life of Mr. H. Hoover, the President-Elect of the United States. The police, who for the past few days have been rounding up persons believed to be hostile to the United States, raided a house in which were discovered a number of bombs and pistols, a quantity of ammunition and also a map of the railway system. Two men were arrested.

The police believe that the plotters intended to place bombs on the railway line before the arrival of Mr. Hoover on Thursday.—Reuter's American Service.

### WORKERS v. POLICE

#### A CLASH IN NORTH BOMBAY

Bombay, Yesterday. At least three are dead as the result of a collision between mill strikers and police in North Bombay. The police fired in self-defence after being stoned.—Reuter's Further Details.

Later

It is officially stated that 2 were killed and 27 injured, including two constables, seriously. The riot was a sequel to a faction fight between two labour camps in which some of the labour leaders came off badly.

This has been followed by a lightning strike at a number of mills.

The police flourished sticks in an effort to disperse the crowd before using their revolvers.—Reuter.

### YEN IN NANKING

Nanking, Yesterday. China's capital is besieged in honour of General Yen Hsi-shan, who arrived at 9 a.m. from Tongku.

Marshal Chiang Kai-shek, General Feng Yu-hsiang and other prominent persons called on Yen Hsi-shan at the latter's headquarters before noon.

Yen Hsi-shan's headquarters are guarded by soldiers with rifles and machine-guns. It is expected that he will stay here some time.—Reuter.

### SINKIANG REVOLT

Peking, Yesterday. According to reports from Sinkiang, many troops there are rising against Chin Shou-jen, the chairman of the Provincial Government. The Military Commissioner, III, is leading his troops to Tihua.

The capital is panic-stricken as altogether three military commissioners and four taobato are revolting against Chin Shou-jen.—Reuter.

### SIR ARCHIBALD SALVIDGE

London, Yesterday. Sir Archibald Salvidge, an outstanding figure in the public life of Liverpool for nearly forty years and leader of the city council, died last evening. He was a prominent organiser of conservatism in the North of England.—British Wireless Service.

Sir Leslie Wilson, Governor of

Bombay, and Lady Wilson left for

England on Dec. 8. Sir Frederick

Sykes, Governor-designate,

and was arrested. Nos. 6 and 7 then

Lady Sykes were expected to arrive

## THE QUEEN UNVEils WAR MEMORIAL

### VOICE BROADCAST

#### COMMEMORATING DEEDS OF BRAVE MEN

#### TOWER HILL CEREMONY

London, Yesterday. Despite her anxiety the Queen this afternoon fulfilled her engagement to unveil the memorial which has been erected on Tower Hill to the men of the mercantile marine and fishing fleets who lost their lives during the war and whose only grave is the sea.

On her way to the memorial and at the ceremony itself Her Majesty was the object of popular sympathy shown by deeply impressive silence instead of the ovation which would normally have been given her.

A short service was conducted by the Archbishop of Canterbury and the Queen performed the actual unveiling, saying: "To the glory of God and in honour of these brave men I unveil this memorial on behalf of those for whom they died."

The signal "We will not forget" was hoisted at the flagstaff.

The ceremony was broadcast and the Queen's voice was heard on the wireless for the first time in the history of broadcasting.—British Wireless Service.

## A BIG AERONAUTIC CONFERENCE AT WASHINGTON

### BEING ATTENDED BY 500 DELEGATES

#### OPENED BY PRESIDENT COOLIDGE

Washington, Yesterday. President Coolidge, in opening the International Civil Aeronautic Conference, which was attended by 500 delegates, including 100 from foreign countries, said that two years ago the entire value of the aeronautic industry of the United States was only \$35,000,000. — Reuter's American Service.

### THE "CELTIC"

#### STILL "HIGH AND DRY" ON THE ROCKS

#### CARGO BEING DISCHARGED

London, Yesterday. The cargo of the liner "Celtic" is being discharged. The vessel is in a bad position, but the weather hitherto has been good.—Reuter.

### LAD CHARGED

#### ALLEGED STATEMENT IN OPIUM CASE

A date was fixed for hearing at the Kowloon Court to-day in a case in which a Chinese and a little Chinese boy are both charged with unlawful possession of seventy-two taels of raw opium. Revenue Officer Tallon, who is prosecuting, said that the lad was stopped yesterday at the Kowloon ferry wharf by a Chinese detective, and the boy had at once pointed to first defendant, who was standing nearby, and said "That is the man who gave me the opium." Both were arrested.

Mr. E. J. L. Grist, appearing for the first defendant asked for a date to be fixed. Monday morning was selected.

Bail was allowed at \$1,500.

Mr. Fitzroy agreed, but said that there was some doubt as to whether his intentions were entirely patriotic, because he asked for the "small sumshaw" for \$25 for each forged note.

Mr. Lindsell remarked that, in other words, the man was going to replace the Treasury losses!

Mr. Fitzroy agreed, but said that the note was forged for \$30,000 worth of forged notes. No. 7 watched the handing over of the money in the street and then came up, whereupon No. 1 passed the \$30 over to him.

The detective was then taken to the third floor of No. 114 Des Voeux road Central and introduced to Chan Wing. The detective tried to induce Chan Wing to carry on negotiations in a certain shop, but Chan Wing objected. During the discussion with Chan Wing, Nos. 11 and 12 were present, as also was No. 6 who claimed to be Chan Wing's wife.

Knew They Were Watched Eventually the detective arranged to buy \$40,000 worth of forged notes, and on the 16th, accompanied by another Chinese detective, he again visited Chan Wing and produced \$2,000.

Before the deal could be put through Chan Wing got information that the place was being watched by the police and the meeting was promptly broken up.

Chan Wing was then shadowed to No. 13, Queen's-road East and the police decided to raid that place, where No. 8 and the discharged No. 9 were arrested. No. 8 discarded a forged \$50 note when the police arrived.

Talked a Great Deal Then the police went to No. 14 Des Voeux-road Central on the 17th where Nos. 6 and 7, the discharged No. 9 were arrested. No. 8 discarded a forged \$50 note when the police arrived.

Latter a room in Lammert Lane bazaar where the 40 forged notes were found. They talked a great deal and gave away No. 13 who was arrested in a house in Shanghai street, Yaumati.

Evidence was then called. The case is proceeding.

## Polanegri

in a lavish screen version  
of Hall Caine's famous  
novel  
"The Woman of Knockaloe."

### THE "CELTIC"

#### STILL "HIGH AND DRY" ON THE ROCKS